

10 AUGUST 1956

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Lively O.H.V. engine
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economy! • Ample
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suspension • Four-
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Here's a reliable sealing method that will save you pounds . . . all radiator leaks will be effectively and permanently repaired simply by pouring Granville Superseal into the hot water in your radiator whilst the engine is running.

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Restores the cleanliness and freshness of the car interior. For Leather, Rexine, Fabric, Roof Cloth, etc. Keeps indefinitely—always have a tin in the car to remove marks as soon as you see them. Tins 2/6 and 4/6.

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WITH THIS FREE EASY COMPETITION

There are six fine prizes and the competition is open to all Sprite owners in the United Kingdom

CONDITIONS OF ENTRY

- Closing date—entries must be received not later than the last postal delivery on Saturday, 29th September.
- The winning entries will be the ones which, in the opinion of the Judges, place the features in the correct order, or nearest, and which provide the best slogan.
- The Judges award of the prizes must be accepted as final.
- Any question arising out of, or in connection with the competition, or the awarding of the prizes will be decided by the Judges and their decision must be accepted as final and conclusive.
- No correspondence can be entered into and the copyright of any slogan is vested with Alperson Products Limited.
- Mutilated, altered or incomplete entry forms will be disqualified.
- Proof of posting cannot be accepted as proof of delivery and no responsibility can be accepted for entries lost, delayed or damaged before or after delivery.
- Employees or relatives of the employees of Alperson Products Limited, may not take part in this competition.
- It will be unnecessary to send any claims.
- Non-observance of any of these conditions will disqualify an entry.

Prize Winners will be notified by post and will be announced in the publications which carried the entry forms.

The competition is open to owners of Sprite Minors, Sprite 14's, Sprite Majors and Elizabethans. In the event of a prize winner owning a Sprite Minor, the replacement will be a Sprite 14.

What You Have To Do — Ten outstanding features of Sprite caravans are given. Place the numbers in your order of priority in the box and in addition complete the sentence shown under the box.

I agree to abide by the rules of this competition.

Name

Address

Sprite Reg'n. No.

I purchased my Sprite from

on (Date)

(Block Capitals Please)

POST THIS PAGE COMPLETE BY SEPTEMBER 29th 1956



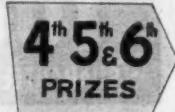
A replacement of the winner's existing Sprite caravan with a 1956 Motor Show model.



A free day at the Motor Show for two, including two 1st class return rail tickets, hotel accommodation overnight in London, an expense account of £5 each for two.

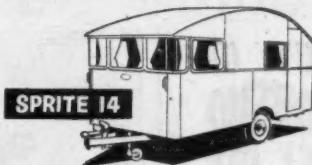


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Now complete the following sentence by adding another 20 words:

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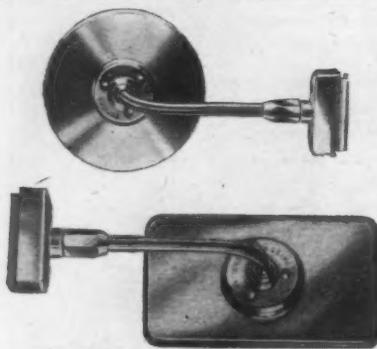
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By October 1 all cars must have two rear lights. You will be well advised to choose the Tudor RITE-ANGLE. It is the only combined unit with an adjustable reflector. No matter at what angle the RITE-ANGLE

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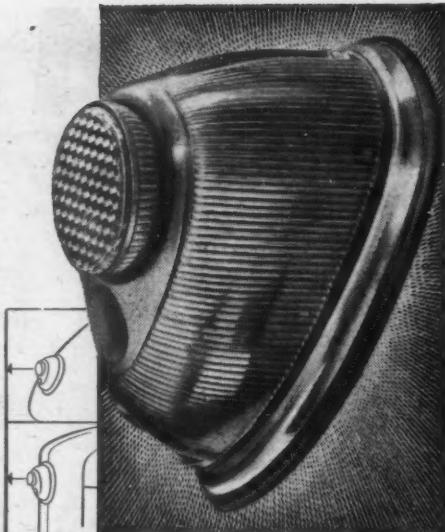
(Patent applied for.)

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Brackets for alternative method of fitting
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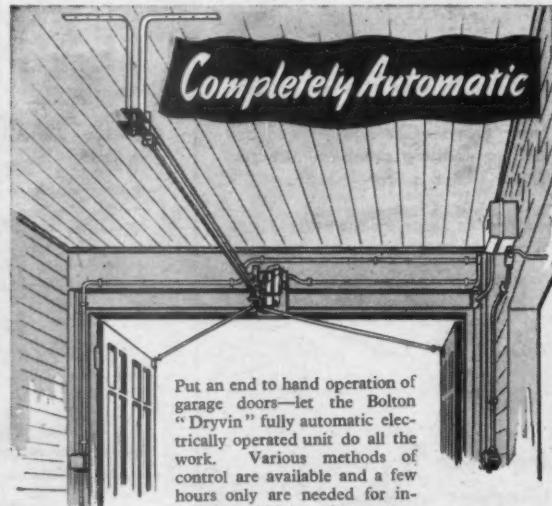
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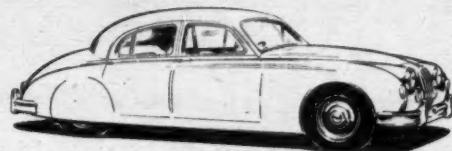
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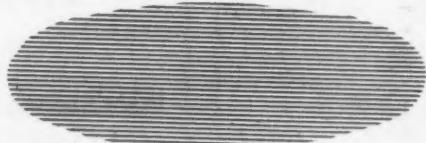
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ANNUAL SUBSCRIPTION
Home and Overseas: £3 5s. Od.
Canada and U.S.A.: \$10.

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The Autocar

FOUNDED 1895

No. 3164

Friday, 10 August 1956

Vol. 105

On Or In the Way?

EVEN the most staid members of *The Autocar* staff become quite excited about Le Mans, with its racing-cum-sports car *liberté* (if not *égalité*) and its pitside *fraternité*. As many as can be spared make the annual trek to the Sarthe area, and so it came about this year that several of us, with our story and pictures in the bag, set out from Le Mans to drive home early on the Monday morning. One car drove north, another headed for Cherbourg, covering the 165 miles of first- and second-class French roads as fast as was reasonable and without a single moment of anxiety. The Channel flight completed—quickly and without incident, as it should be—the drive to London began. At once came frustration, and anxious or dangerous moments, although the speed was half that which could be held in safety on the other side of the Channel.

Ah! you may say, it is the roads and the congestion—but on this occasion it was neither, for traffic was light. A.335 and A.31 are certainly narrow in places, and winding, too; it rained, of course, and three-lane highways are potentially the most dangerous. All this accepted, the various road users themselves on this occasion were largely to blame for the tight spots which they experienced or caused.

There was the commercial traveller who had parked for a snooze on the approach to a sharp left-hand bend, obscuring the view and leaving insufficient room for another vehicle to pass safely between his car and the oncoming traffic. He was within 50 yards of a driveway into which he could have pulled.

Then there was the farmer, thoughtless enough to place a sizeable saloon just over the brow of the hill, again unexpectedly obstructing half the road. The grass verge just there was level and looked firm enough to take his car.

Again there was the gaggle of cyclists on the long uphill grade. They might have been passed as, two and three abreast, they stood on their pedals, wobbling from side to side with each downward thrust, but only at the risk of a near shave. All these incidents caused hold-ups for other traffic, and drivers, we noted, had to indulge in sharp and unwelcome braking on the wet road. They are examples of selfish use of such road surface as we have by the traffic on it.

British motorists are a determined, hard-to-discourage band. They use their cars for their work and for their recreation, and a modicum of that *esprit de la route* still pervades many at the wheel as it used to do thirty or more years ago.

Today's traffic problems call for more than abuse of the authorities—they call for a co-operative effort by all road users. While motorists press the Government to provide better roads—and *The Autocar* will continue to lend its full weight in support—the best must be made of existing roads and conditions. Even if the Government were to astonish us all next week by stopping the talk and getting on with the job, it would still take years to bring about substantial improvements.

There are two simple ways in which all drivers can at once help, first by using the by-ways as well as the highways (*The Autocar*'s efforts to lend a hand in this direction both through its own pages and in co-operation with *Everybody's* are well-known) and secondly, by making sure the road is never obstructed unnecessarily.

There are sufficient experienced and considerate motorists among *Autocar* readers alone to make their example and influence felt in the matter of inconsiderate or dangerous parking. Both by day and by night this is one of the most serious problems of our trunk roads. Public transport authorities, for the most part, merit criticism for the thoughtless siting of many of their stopping points in and around towns and cities but, here and there, a start has been made in providing pull-ins or lay-bys so that passengers may be set down or embarked without interrupting the traffic stream. Highway authorities have also done quite well in building lay-bys for lorries on some main routes. This valuable yet relatively inexpensive work should be widely extended, for commercial vehicles are among the worst parking offenders on the open roads.

Private cars are certainly not blameless, and it is to their drivers, in particular, that we appeal for more consideration for others on the roads. The rule should be "If you must stop, park off the highway."



The little racing car silhouette in yellow indicates that the competitor is using Shell products and makes for easier identification at Shell refuelling points

STILL covered with Yugoslavia's clinging white dust, and bearing a sign or two of minor impacts with the rocky walls of the countless passes up which it stormed during the Alpine Rally, the Anne Hall-Yvonne Jackson Ford Zephyr recently came into *The Autocar's* hands. Its female crew, you will remember, put the large car through its six-day ordeal to some effect, finishing 26th overall, and coming second to Nancy Mitchell (M.G.) for the *Coupe des Dames*.

"Why," you may ask, "did you not sample one of the outstandingly successful Triumph TR3s?" The answer is that the Triumph is an acknowledged competition car built for such work, and was appraised recently in its role as high-speed onlooker at the Rally, on which it carried members of *The Autocar* reporting team; its achievements as competitor need no reminder. The Zephyr is a family saloon, of admittedly good performance and handling, but by no means intended primarily to compete in the toughest of modern long-distance rallies. The effects of such an ordeal on a slightly more "bread-and-butter" car are significant and, with respect to the Triumph, I think, of wider interest.

The Alpine Rally was not 513GHK's competition debut. Earlier this year it had competed as a completely standard car in the Tulip Rally in the hands of V. Preston, finishing third in the 2,000 to 2,600 c.c. class for series production cars. Now, as a result of permitted modifications—more carburettors, new manifold, higher compression ratio—of the type which any enthusiast could apply, it is a Special Series touring car.

As sampled by *The Autocar* it had not been touched in any way since it completed the Alpine at Marseilles and was driven back to this country. Speedometer mileage was 16,000. Brakes and clutch were unadjusted; apart from checking the oil level, the engine had not been serviced—the heavy coating of dust, turned into mud here and there by an oil seep, remained as an undisturbed blanket.

Externally, certain deviations from standard were obvious. The steel bonnet and boot tops had been replaced by aluminium pressings in the interests of weight reduction; for the same reason the glass of the side windows had been replaced by Perspex panels. Separate, and extremely comfortable "armchair" seats took the place of the single, three-abreast bench front seat (which has been criticized for allowing the driver to slide about on corners), and held the driver and passenger firmly in place during fast travel on the twistiest of roads. Tailored specifically for the smaller proportions of the car's female crew, the driving position was not ideal for a six-footer, but the increased seat height gave one a tremendous command of the situation and a greatly improved view of the road ahead.

In the space gained between the two seats was a leather-covered box, recessed to hold Thermos flasks, with a compartment for such odds and ends as a plastic bag for a leather and sponge, a torch, cigarettes, chocolate and so on. On the tunnel above the gearbox were two compressed air cylinders for tyre inflation. Special equipment on the dash-

AN ASSESSMENT OF THE

EFFECTS OF THE ALPINE

RALLY ON A FORD ZEPHYR

Survival of the Fittest

board included such things as navigational clocks, and a Halda average speed indicator.

It was noteworthy, on a 600-mile journey undertaken in the car, how extremely useful all this rally equipment can be for normal long-distance motoring; anyone who has frequently to cover great distances would do well to study the equipment built into such cars. The Halda is not a necessity, but it adds greatly to the interest, and one knows at a glance whether one is ahead or astern of a predetermined average speed. Apart from the special navigational equipment, which was grouped mainly in front of the passenger, the main controls and instruments were as on the normal production cars—which, of course, basically this is.

When considering the work carried out on the engine of the car it is necessary to bear in mind that, in production form, the 2.6-litre unit is not, as yet, anywhere near full development. In the interests of reliability and long life it has, in fact, been de-tuned for production purposes. It is particularly interesting, therefore, to see how well the unit stood up to extremely severe conditions when the output had been increased considerably. An indication of the fact that it is



By addition, rather than alteration, the dashboard layout of the rally car provides just about all the information that could be required. Standard Zephyr instruments occupy the right half, and special time-keeping instruments the left, in front of the passenger. The Halda average speed indicator is mounted towards the centre of the dashboard

not a super-tuned engine is the fact that it remains flexible at all speeds and, for example, it will pull evenly between 12 and 100 m.p.h. in top gear.

For most of the 2,500 miles of the rally the engine had been kept at peak power and high revs for long periods, and the car was driven virtually flat-out up pass after pass. The conditions under which a great deal of the mileage was covered were so bad that one team of works-entered cars retired with clogged filters in the dust clouds of Yugoslavia. A total of, I suppose, some 4,500 to 5,000 miles had been covered by the car—including the run to the start, the rally itself, and the return journey—and the engine was still crisp, extremely potent, and without an untoward sound—even from the valve gear.

On opening the bonnet the main, obvious difference from standard lay in the fact that three Zenith carburetors were fitted. The throttle linkage not only looked awkward, but was geared in such a way that the initial, small movement of the pedal opened the throttles far too quickly. This made traffic driving an embarrassment; one was either trickling along on a tickover or, at a touch of the pedal, leaping towards the stern of the next ahead. This was the only adverse criticism

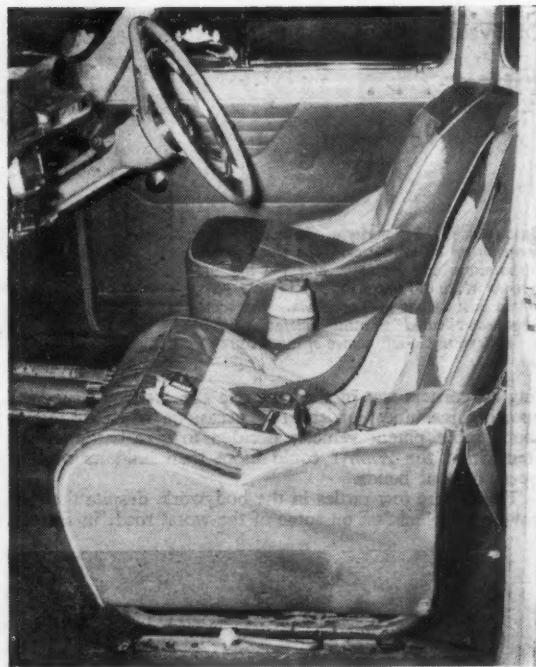


Travel stained, slightly scarred and still wearing its Alpine Rally number—520—the Zephyr is a large car to conduct along endless narrow Alpine passes

of an altogether desirable car, and it concerned a simple shortcoming, easily remedied.

The exhaust and inlet valve diameters had been increased, and the compression ratio raised to 8.5 to 1 by planing the standard cylinder head. Finally, a special easy-flow exhaust system had been fitted, with Servais silencer. The result of these engine modifications, in conjunction with standard rear axle and gear box ratios, was to give the car a maximum speed in the region of 105 m.p.h. Even with this formidable performance, fuel consumption worked out, over 600 miles, at a best figure of 21.5 and a worst of slightly under 20 m.p.g.

Apart from these performance-seeking modifications, an electric fuel pump had been fitted additionally to the standard mechanical pump, and flexible plastic fuel pipes were used throughout. Ducts had been cut beside the radiator to direct air to the fuel pump. Spring dampers had been fitted giving a 25 per cent increase in hardness of ride; the rear springs were as fitted to the export models, having an extra leaf. All these modifications were per-



Rally seats which, although they restrict the front capacity to two, are ideal for fast, long-distance travel. A harness was provided for the off-duty driver to prevent her being thrown about on twisty sections

mitted by the Alpine regulations for the Modified Touring class.

During the event the car developed only one defect, which cost it many of the 510 marks lost—a faulty coil. At the departure from one of the stages the engine refused to start and the car was pushed out of the control. Before the start of the Zagreb flying 1,500 metres test a new condenser and a new set of plugs were fitted. Misfiring continued during the run, yet the car managed to exceed the minimum speed for its class; the other Ford Zephyrs exceeded 100 m.p.h.

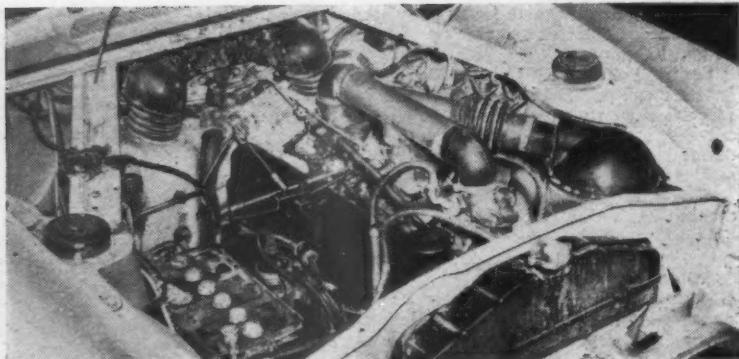
Later in the rally, the trouble became worse; if the engine was stopped in the mountains when hot, it would not restart; on one occasion the trouble caused a loss of 40 minutes' valuable time. Eventually the trouble was traced to the intermittent operation of the coil at high temperatures. A new coil was fitted and the car ran perfectly. It beat the times set up by the all-male-crewed Zephyrs on the two timed climbs.

The only real effect of the car's strenuous journeys was found in the clutch, which needed coaxing to avoid slip when accelerating from low speeds in the indirect gears. For this reason it was not possible to obtain any acceleration figures—which should have been most impressive. Brakes had been relined as a precaution on all the Zephyrs during the second halt at Cortina—that is, after the Marseilles to Cortina section, the Circuit of the Dolomites, and the tough section into Yugoslavia and back. The remaining half of the rally, which included Cortina to Megève, and Megève down to Marseilles—and an endless succession of the worst passes in Europe—together with the return drive to England, had been completed on the present set of linings. Adjustment of brakes on the Rally was, of course, frequent. Though there was plenty of pedal travel—through lack of recent adjustment—the brakes were still good, and pulled the car up in a straight line even when the driver's hands were off the wheel. Surprisingly light pedal pressures were required for the average main-road slowdown from high speeds, which was unexpected in view of the fact that hard, non-fade Mintex M linings were used.

The stiffened suspension produced steady and level cornering, the car adopting a slight roll on entering which remained constant throughout the corner. The car's hand-

Survival of the Fittest . . .

Dust reduces the majority of the under-bonnet scene to an all-over grey. The three Zenith carburetors can be seen, and the big air-cleaner which did much to keep the car going in the dust clouds of Yugoslavia. The somewhat complicated throttle linkage will be noticed to the left centre of the picture



ling on corners was of the type one expects from true-bred sporting machines; on the few occasions when owners of much more potent vehicles decided to give battle, it was found that the Zephyr could more than hold its own on open, flat-out bends.

There were few rattles in the bodywork, despite the car's having travelled fast on some of the worst roads in Europe.



Lack of attention accounted for some creaks and groans in the rear suspension, particularly during acceleration when spring wind-up occurred. Largely because of the difficulty in opening the throttles gently, there was a slight bump as the reversal of loading occurred in the transmission on accelerating away from the overrun. It must be remembered, however, that the car had received no attention whatever for many miles. There are few of these faults that a thorough servicing would not have cured.

The steering, slightly heavier than on the standard car—partly the result of Michelin X tyres and partly the complete absence of lubricant—was accurate, positive, and had very little idle movement. It was an easy matter to place the car exactly where one wanted, and to guide it through narrow gaps.

Summing up, the car was still taut, safe and immensely exhilarating. It represented with its enhanced performance and its rally equipment, just about the ideal for fast, long-distance travel and it gobbled up the miles like a pair of seven-league boots.

It demonstrated convincingly that the British everyday saloon, in standard form, can hold its own on rough going without the need for major chassis modifications—and that, suitably tuned, it can be made to give the performance of a died-in-the-wool sports car. Such a showing—by this and the other British cars that did so well in the Alpine—should go far to boost the sales curve.

P. G.

Yvonne Jackson (left) and Anne Hall still manage to look very smart (unlike some of the male crews) and feminine at the end of the Alpine

Books Received

A Picture History of Motoring, by L. T. C. Rolt. Published by Hulton Press, London. Price 30s.

Of the many recent books on motoring, some are good, but others betray signs of hasty preparation presumably to catch the market at its peak. Tom Rolt's *Picture History of Motoring*, one of a Hulton series on various subjects, falls fairly and squarely into the first category.

Rolt conscientiously amassed his 475 pictures from many sources, including the Smithsonian Institution in Washington and several European agencies, and the selection published thus combines historical authenticity with very high entertainment value. This volume is a charming scrapbook for those who just like looking at pictures of cars, and an accurate reference book for the knowledgeable or knowledge-seeking. Motor racing and other sports receive their full share of attention.

Almost all the illustrations are "live" and contemporary, so that the characters appearing in them are in the dress of the

day. The story stretches from the first, crude steam carriages to present times, but the emphasis is on the earlier days. Thus the section on the Horseless Carriage (1769-1900) claims 97 pictures; the Formative Years (1900-1914), 225 pictures; Between the Wars (1918-1939), 137 pictures, and the Epilogue (1939-1956), only 15.

Art paper is used throughout, and the illustrations are well arranged and reproduced on pages measuring 11 by 8 inches.

Morris Cars and Ford Cars—practical guides covering all models from 1934, by T.B.D. Service. Published by C. Arthur Pearson, Ltd., Tower House, Southampton Street, Strand, London, W.C.2. Price each 10s 6d.

Useful supplements to one's car handbook, and even more valuable if the handbook is lost and irreplaceable, these are volumes in a series in which technical accuracy and clear explanation have been well applied to the task of helping owner-drivers and professional mechanics in overhaul and maintenance of these two

makes. The indexing and the illustrations are particularly well done, and the information is particularly useful for those who wish to tackle major overhauls and repairs which are not normally covered by car handbooks.

Bess Under My Bonnet, by Ronald Collier. Published by Motor Racing Publications, Ltd. 13, Conway Street, Fitzroy Square, London, W.1.

Occasionally there appears a motoring "funny" which, by virtue of perhaps half a dozen brilliant pieces of wit, remains in the memory through the years. *Bess Under My Bonnet* should certainly prove to be one of these; the quips, cranks and wanton wiles fall so thick and fast that it must surely take its place among the classics of this particular type of literature.

It includes among its pages *Punch's* widely known Cootemaster Corncrake Road Test, which never fails to amuse and which deserves to be preserved for posterity between two lasting covers.



J. M. Fangio, left, winner of the German Grand Prix and leader, consequently, in the World Championship, prepares to do battle. Peter Collins, in Lancia No. 2, turns away from a battery of cameras, and Castellotti, next in line, appears to be studying the interior of the cockpit

Grosser Preis von Deutschland

Fangio Leads from Start to Finish : Only Five out of Nineteen Cars

Complete the Course

AFTER a race that was noteworthy for its amazingly high casualty rate rather than excitement or tension, J. M. Fangio (Ferrari-Lancia) won the German Grand Prix at the Nurburgring last Sunday, taking the lead in the World Championship from Peter Collins. It was an exceedingly popular win, and demonstrates that, though one or two younger drivers at present can surpass him in one or two races, Fangio still remains the world's finest driver. Stirling Moss, in a slightly slower car, did his best to catch him, and on one occasion, it looked as if the Maserati might do so. However, on a signal from the pit to speed up, Fangio replied by setting up a new lap record for the Ring, at 87.74 m.p.h. (9min 41.6sec).

RAIN fell almost continuously during the three days of practice and the circuit, which runs alternately through the pine forests and in the open country, became extremely slippery. Worst of all, there was nothing consistent about the surface; it varied from corner to corner. The effect of this was to keep practice times down—Fangio's fastest, in the Ferrari-Lancia, was no better than 9min 51.2sec. Peter Collins and Castellotti came next, with 9min 51.5sec and 9min 54.4sec with similar cars. Moss, with

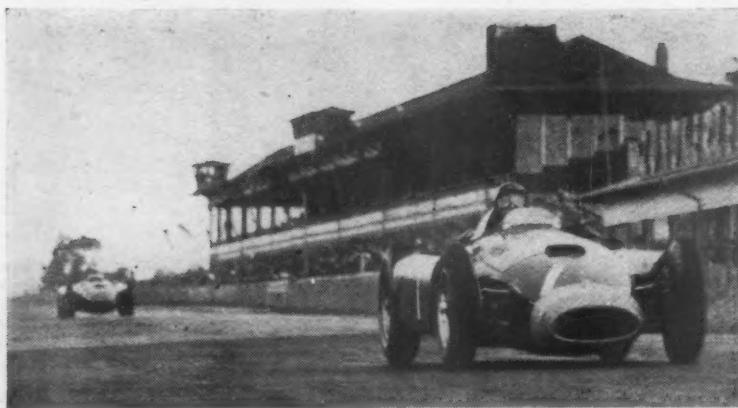
the fastest of the Maseratis, lapped in 10min 3.4sec, followed by Musso (Ferrari-Lancia) in 10min 20.3sec, and Maglioli and Perdisa (Maseratis) in 10min 23.5sec and 10min 26.7sec. Pillette, in one of the two eight-cylinder Gordinis, ran off the road on the downhill following the return road behind the pits, damaging a knee. The car was repaired in time but Pillette was unfit and Milhoux took over.

Race day was, at the outset, overcast, windy and bitterly cold—but dry. Slowly the sun came through until, by the afternoon, it was sunny and warmer. Partly because of the weather, but due more—one suspects—to the fact that the all-conquering Mercedes were not present, the attendance was poor by Nurburgring standards. The 100,000 spectators present would have looked impressive enough round Silverstone's short circuit but, spread around the Ring's 14-odd miles, they seemed very sparse.

Front row on the grid was occupied by Fangio, Collins, Castellotti and Moss—three Ferraris and a Maserati; Musso's Ferrari occupied best position on the second row. Next to him was a gap where Maglioli's Maserati would have been if Perdisa had not been put out of action in an accident during the sports car race that preceded the Grand Prix. Maglioli, in Perdisa's Maserati, occupied the right-hand position on the second row. Behind them came Behra, Salvadori (Maseratis), Portago (Ferrari-Lancia) and

Halford (Maserati). Schell, Gould and Rosier took the fourth row, all in Maseratis; Manzon (Gordini), Godia (Maserati), Milhoux (in Pillette's Gordini) and Scarlatti (Ferrari) stood in the fifth row and, finally, in the sixth, Villoresi (in Maglioli's Maserati), and Volonterio's Maserati. A total of 19 cars faced the starter, of which five were Ferrari-Lancias, two were Gordinis, one was a privately entered Ferrari and the remaining 12 were Maseratis; there were no British Grand Prix cars present.

At the drop of the flag Collins leaped into the lead, followed by Maglioli and Moss, but by the fourth kilometre Fangio had moved out in front—a position from which he was never to be dislodged. At the end of the lap, after what seemed an incredibly long pause compared with the short laps that one has grown accustomed to, Fangio's eight cylinders shrieked their way through the pit area—followed by Collins, Moss, Behra, Salvadori, Portago, Musso, Schell, Halford, Godia and Villoresi, who came in for a change of plugs. Scarlatti, too, called at the pits, and Manzon retired—the first of the Gordinis to go. Gould's Maserati also came in for a short stop—four cars in after only 14 miles of racing, and one not to restart. Next time, the first six places remained the same, but Musso had passed Maglioli into seventh place. Castellotti, with the front of his car bent in, came by pointing into the cockpit.



Ferraris to the fore. Fangio leads Collins (before he retired with a fuel leak) through the pit area at the Nürburgring

Grosser Preis von Deutschland . . .

Before the next lap was completed, the illuminated score board which indicates the position of the leaders on the circuit and their positions relative to each other, showed an ominous gap where Salvadori's Maserati should have been. When they came back to the pit area, Fangio was 3sec ahead of Collins who, in turn was 15.5 ahead of Moss. Castellotti brought his disfigured Ferrari-Lancia in and lost five places. Salvadori struggled round and retired with deranged rear suspension. Milhoux, too, was in and lost four places, and the Scarlatti Ferrari had retired out on the circuit. Three laps gone; three cars out.

Another lap, and another two cars were in the dead car park—Maglioli's Maserati with steering troubles, and Horace Gould's Maserati. Fangio and Peter Collins were away in front, the two cars separated by 1sec, and leading Moss' Maserati by 17sec. Behind them came Behra (Maserati), Portago (Ferrari), Musso (Ferrari), Schell (Maserati), Halford (Maserati), Godia (Maserati), Rosier (Maserati), Villoresi (Maserati), Castellotti (Ferrari), Milhoux' Gordini, which called at the pits, and Volonterio's which smartly turned out Maserati.

For two laps this order stood, until Musso called at the pits. The bonnet was hastily removed, replaced as quickly, and he set off again, having lost a place to Schell's Maserati. At the end of this lap (the sixth), Castellotti, too, came in to retire. The dead car park close to the pits now contained Manzon's Gordini, Salvadori's Maserati, Maglioli's Maserati, Gould's Maserati and Castellotti's Ferrari—with only six of the 22 laps completed.

Despite the high casualty rate, the cars still in the race were very fast. On the seventh lap both Fangio and Moss set up new lap records—first Fangio with 9min 48.1sec and then Moss with 9min 46.6sec. Villoresi passed Rosier's Maserati into tenth place; 12 cars remained in the race, out of 19 starters. Next time round, on the eighth lap, Peter Collins replied with yet another lap record—9min 45.5sec. Schell brought the Maserati into the pits, overheating, and mechanics poured water into the radiator and liberally over the header tank and connections to cool things down. Halford's Maserati passed him, as he stood at the pits, into seventh place.

Fangio led the way at the start of the

tenth lap, slightly farther ahead of Collins, who pulled into the pits. He climbed shakily from the Ferrari cockpit, mopped his face and was offered smelling salts, while the pit staff stooped in inspection of the rear end. Castellotti quickly put on helmet and gloves, his own Ferrari now lying in the dead car park. It did not take the mechanics long to diagnose a split fuel tank, the contents of which had been spraying Collins—and another Ferrari joined the dead cars.

Musso, lying fifth, was at once called in. With a lightning changeover during which the engine was not stopped, Castellotti took over the car in 10sec and was back in the race without losing a place. Moss now lay second, 18sec astern of Fangio, with Behra third, Portago fourth,

Castellotti fifth, Halford sixth, Schell seventh, Godia eighth, Villoresi ninth, Rosier tenth, Milhoux eleventh and Volonterio a distant and leisurely twelfth.

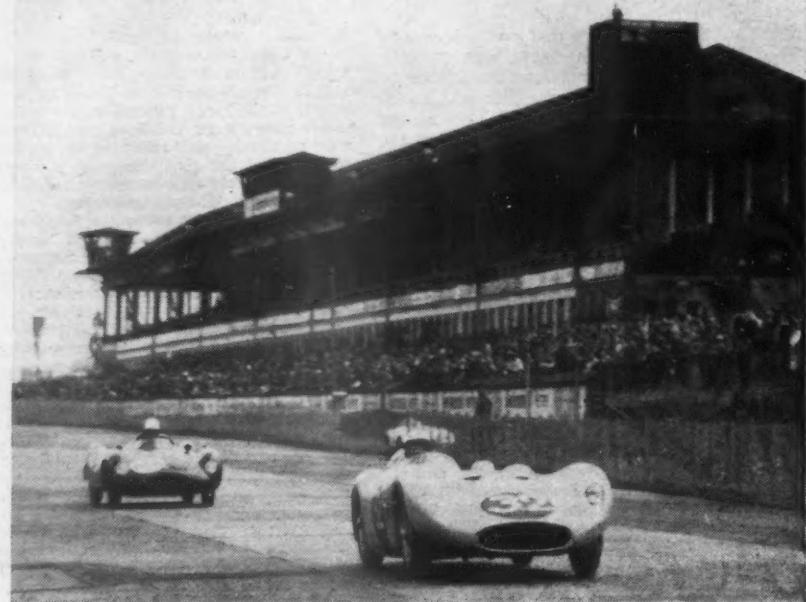
Peter Collins stood chatting at the pit, carless and with his Championship chances sadly reduced. Next time round everyone expected that Portago would be called in and his car given to Collins, but the Ferrari sped through the pit area as Collins sat on the pit counter, recovering from the effects of the petrol fumes.

Halford's Maserati came in for an exceedingly brief call, the tail damaged and the exhaust pipes missing, at the end of the tenth lap. As he went off, mechanics from his pit hurried over to Gould's abandoned Maserati and removed the pipes. Then, as had been hoped, Peter Collins, now somewhat recovered from the effects of the fuel, was seen putting on helmet, goggles and gloves ready to take over Portago's car. At the end of the eleventh lap the Ferrari came in and Collins took over, moving off in fourth place after a 14sec stop.

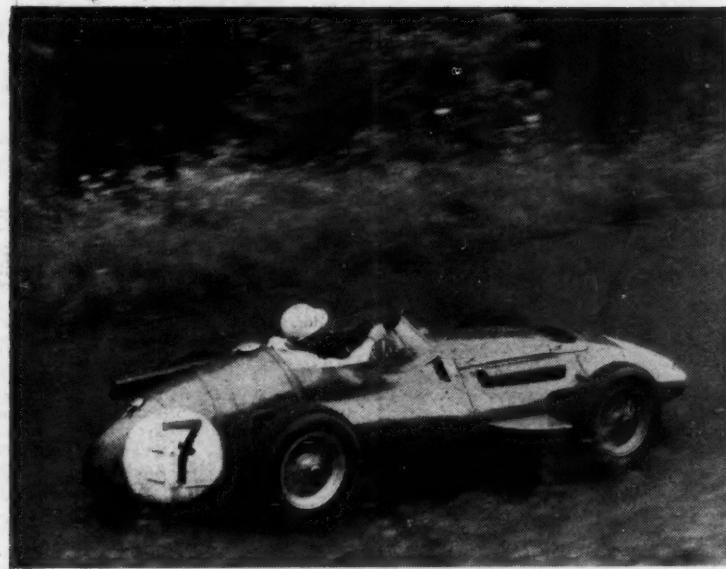
Volonterio came in, laps behind, and mechanics set about fuelling and filling up with oil. The driver, oblivious of their feverish activity, quietly imbibed a bottle of cordial—and still appeared unhurried when the work had been completed, continuing to draw from his bottle while the pit staff waited patiently. "Anyone want a car?" a spectator enquired. Fangio, meanwhile, to liven things up, was busy setting up yet another lap record—in 9min 44.9sec.

After the twelfth lap Halford brought his Maserati in for the ex-Gould exhaust system to be fitted. It was offered up, but did not fit. The tail fairing, fitting over the rear-mounted oil tank, was removed—and with it the car's number, 21. Halford continued the race incognito, with the gases exhausting through the stubs and being carried by the slipstream into the cockpit.

During the thirteenth lap Castellotti, in



Second and third in the 1,500 c.c. sports car event: Stirling Moss's unpainted works Maserati, which arrived at the circuit only just in time for a few practice laps, leads Roy Salvadori's Cooper-Climax towards the finish



Moss' long-nosed, high-sided 250F Maserati which through lack of speed was unable to match Fangio's Ferrari, held second place throughout the latter half of the race

his efforts to get back into the running, spun the Ferrari and retired. The Maserati pit had lodged a protest on the grounds that, when Castellotti took over from Musso, the Ferrari's engine had been kept running. Now that Castellotti was out of the race it did not matter. At the end of the thirteenth lap Behra called in to have the Maserati's tank strap fixed. While this was being jury rigged, Collins passed him into third place, behind Moss and the uncatchable Fangio. While Behra was at the pits, Schell brought his Maserati in, lying fifth, and retired. Villoresi slowed as if to come in, but found the Maserati pits working overtime and carried on. Schell's car, spouting steam, was wheeled away to join the swelling numbers in the dead car park. At the end of the next lap (the fourteenth) Villoresi was missing, his pit stop having proved more urgent than he had thought. Nine cars remained of the 19 starters.

The next lap saw Peter Collins go; still suffering from the effects of the petrol fumes he had spun and stalled the engine—one more of the little nigger boys. And then the remaining Gordini (Milhoux's car) retired out on the circuit, leaving seven runners. The order now was Fangio, Moss, Behra, Halford, Godia, Rosier and Volonterio. Halford came in for more oil, the tank having sprung a leak when the rear part of the body was damaged.

At this stage Halford's car was black-flagged by the officials as, it appeared, when he had damaged the tail on the ninth lap he had also stalled the engine and was push-started by well-meaning spectators or officials—a practice forbidden on the Ring. Next time round he made no attempt to obey the signal, so out it went again... on the next lap it was the same, so the services of the even more peremptory red flag were enlisted—"Stop immediately." This, too, had no effect (always supposing Halford had seen it)—except to provide entertainment in what had become a somewhat dull procession—and the officials gave up their unsuccessful signals. As it turned out, Halford was

anything but well, being affected by the exhaust fumes which were being swept into the cockpit, and was in no state to notice the signals.

With Fangio some 28sec ahead of Moss, and Behra all but a lap behind him, the last five laps were devoid of excitement. Moss had made an all-out attempt to catch up on the thirteenth lap, when Fangio received a "speed up" signal from the pit. In reply to this, he set up yet another lap record, which still stands, at 9min 41.6sec (87.74 m.p.h.). With the Maserati so obviously slower than the Ferrari, there was nothing Moss could do but follow Fangio home. On the last lap but one, he came past the pit pointing down at the gear lever, to indicate gearbox trouble, and the dampers at the front of the car appeared to be useless.

So the last few laps ran out, Fangio securely in the lead and gratifyingly back in the Championship lead, too. Though, in fact, disqualified, Halford brought his Maserati across the line in fourth place, behind Fangio, Moss and Behra, and, white and shaky, was carried off in an ambulance. Godia, much to his surprise, found himself in fourth place, followed home by Rosier and Volonterio—Ferrari, and five Maseratis; only six finishers out of 19 starters, and Volonterio, having

The Nürburgring, which was opened in 1927, reaches a height of around 2,000 ft in the pit area. At its lowest point, near Adenau, it descends to some 600 ft. The grandstands in the pit area, built over a large hotel, have a capacity for 3,000 people

failed to cover the required percentage of the leaders' distance, was disqualified.

PROVISIONAL RESULTS

1. Ferrari-Lancia (J. M. Fangio), 3hr 38min 43.7sec, 85.63 m.p.h., 22 laps; 2. Maserati (S. Moss), 3hr 39min 30.1sec, 85.57 m.p.h., 22 laps; 3. Maserati (J. Behra), 3hr 40min 22.2sec, 85.53 m.p.h., 22 laps; 4. Maserati (Godia), 3hr 43min 15.7sec, 20 laps; 5. Maserati (Rosier), 3hr 39min 16.7sec, 19 laps; 6. Maserati (Volonterio), 16 laps (did not qualify as a finisher).

DURING the morning before the Grand Prix, a race was held for sports cars and sports-racing cars up to 1½ litres, and for *Gran Turismo* cars over 2 litres. The two smaller categories were sent off together at 10.30 a.m., and the larger cars five minutes later.

At the start there was a remarkable display of creeping—in fact, Moss (Maserati) appeared to have been left on the line when the flag fell. His car, like his Mille Miglia entry, arrived at the last moment on the day before the race, just in time to put in the required minimum number of practice laps, and was unpainted.

At the end of the first lap Herrmann's Porsche Rennsport was in the lead and remained there for the rest of the race; Salvadori's Cooper was second, Barth's East German A.W.E. third and another Porsche fourth, followed by Moss' Maserati. The remaining British entries, Brabham's Cooper, Hicks' Lotus, Power's Cooper and Piper's Lotus, lay 9th, 20th, 21st and 24th. By the second lap Barth had moved up into second place, and Salvadori lying third, led Moss. These two remained in extremely close company throughout, exchanging places once or twice.

On the fifth of the seven laps the A.W.E. retired, letting Salvadori up into second place, from which Moss ousted him on the final lap. Of the series-produced sports cars, Kochert's Porsche Spyder led throughout, finally reaching tenth place overall, lapped by the first seven cars. During practice Salvadori's Cooper had taken to the country backwards, damaging the bodywork as it went through a hedge. This was repaired in time for the race, though the rear part of the body showed a large proportion of aluminium.

Of the ten starters in the larger class, nine were Mercedes-Benz 300SLs, the tenth being a Jaguar XK140. As the smaller cars set off the Mercedes stood at the rear, doors open like a flock of birds alighting.

Racing cars up to 1,500 c.c.: 1. Porsche (H. Herrmann), 1hr 13min 26.6sec, 81.09 m.p.h.; 2. Maserati (S. Moss), 1hr 13min 29.8sec; 3. Cooper-Climax (R. Salvadori), 1hr 13min 41.6sec.

Series production sports cars up to 1,500 c.c.: 1. Porsche Spyder (G. Kochert), 1hr 18min 20.6sec, 75.93 m.p.h.; 2. Porsche Spyder (W. Buff), 1hr 18min 43.0sec; 3. Porsche Spyder (J. Jeser), 1hr 21min 43.1sec.

Gran turismo cars over 2,000 c.c.: 1. Mercedes-Benz 300SL (H. Salvadori), 1hr 20min 46.6sec, 73.82 m.p.h.; 2. Mercedes-Benz 300SL (W. Schöck), 1hr 20min 42.8sec; 3. Mercedes-Benz 300SL (W. Mairesse), 1hr 21min 15.2sec.

Fastest lap: S. Moss, 10 min 13.3sec, 83.20 m.p.h.





THIS picture was taken by our photographer at an A.A. demonstration featuring radio-controlled road services and aircraft liaison, at Fairoaks airfield. Five forms of A.A. transport are shown: a mobile office, a Bedford Dormobile breakdown van, a patrolman's combination, and the Auster Alpine light aircraft. The fifth?—the Daimler Conquest Century of A.A. secretary Mr. K. L. Kelly

No Vindictiveness

IN answer to a question in the House of Commons, it was stated that the proposed extension of the grounds on which parked cars could be towed away by the police would not be used vindictively. Vehicles would not be towed away to remote places where owners would have difficulty in locating them. The powers would be used only to enforce no-waiting restrictions where cars had been left in flagrant violation of parking legislation. Probably, it was stated, certain garages would be employed by the police to remove cars, and the charges so incurred would be chargeable to the car owners.

Mind that Child

SPECIAL care of children on the roads is to be emphasized during September, October and November by the Royal Society for the Prevention of Accidents, in a nation-wide campaign to reduce casualties. The importance of the problem is underlined by the fact that about 50,000 children under 15 are injured or killed during a year on the roads. An indication of the particularly vulnerable classes can be gained from the records. From the age of two, injuries to child pedestrians increase to a peak at six. Child cyclists, however, show a rise from three to 15, with the peak at 16. The campaign is not aimed purely at vehicle drivers; it also includes parents, to whom the importance of child training will be stressed.

In Scotland the June accidents at 1,902 were a slight reduction on the previous year, but the total for the first half of the year showed a six per cent increase.

Ford-Zodiac Economy

IN an R.A.C. observed trial, a Ford Zodiac II has covered 1,205.3 miles at an average speed of 35.9 m.p.h. and an overall petrol consumption of 31.02 m.p.g. The car was standard, the only additional equipment being Marchal lights and a windscreen washer, and no coasting was permitted. The run started with a circuit of outer London to ensure that the car travelled across the border of each of the Home Counties. The route chosen for

the run was calculated to include a visit to each of the 41 counties of England.

Three drivers and the R.A.C. observer travelled in the car, and the only stops were made to change drivers or to refuel. The engine was stopped only for a few minutes to check the oil level. The run finished at Durham after a total running time of 35 hours 12 minutes. The average speed alone is creditable in view of the heavy traffic of London and Birmingham which had to be negotiated; in Devon and Cornwall the car was stopped seven times by the police, who were hunting an escaped convict.

More Puff

WEST SUSSEX will be the scene tomorrow of a Traction Engine Rally organized by the National Traction Engine Club. The event will be staged at North Heath, near Pulborough and Billingshurst, at 2 p.m. Admission charges are 2s for adults, 1s for children, and 2s 6d car park charge.

Ideas on Meters

SOME members of the Minister of Transport's London parking advisory committee, which was set up earlier this year, will visit Canada in 1957 to study the operation and use of parking meters there.

REPORT ON THE GOVERNMENT ROAD PROGRAMME

IN the report of the Road Research Board, published last week, it was stated that the Government's programme of road construction was out of scale with the needs of present-day traffic, and had no hope of even keeping pace with the growth of road traffic. The board reported that the increase in the number of vehicles on the roads last year had been double the increase noted during the previous year.

The board agreed with the suggestion of the Ministry of Transport, that there should be a more adequate scientific basis for the development of the national road programme, and added that this should include the collection of information about existing roads and traffic. Bearing this in-

NEWS AND VIEWS

Cancelled Voyages

SOME ten per cent of motorists who book cross-Channel car ferry passages fail to turn up for the boat without informing the company concerned. As a result, boats are not always filled to capacity on sailing, although some applications for tickets have been refused. Making this statement, Townsend Ferries and Shipping, Ltd. added that it is often worth while for a motorist who has been unable to book a passage to turn up at Dover on the chance of being able to take the place of non-arrivals for whom space has been reserved. This does not apply to Saturdays, when there are few defaulters.

Don't Tootle in Madrid

ON Wednesday Madrid will join the cities of the world in which hooting has been banned. The decision, announced by the mayor, Count Mayakide, is regarded as revolutionary in what must be one of the noisiest cities of Europe. At a press conference the mayor expressed the hope that the necessary motorized police would be made available to enforce the order.

Hove Carnival

MOTORISTS planning to go to Hove Carnival, Sussex, on Wednesday, August 22, are recommended to write to the Secretary, Mr. E. G. Paull, 1, Alexandra Villas, Brighton, for a list of car parks in the borough. Visitors are advised to have their cars parked before the carnival procession leaves the Grand Avenue at 3 p.m.

Rover Appointment

MR. MAURICE C. WILKS has been appointed joint managing director of The Rover Co., Ltd. Mr. Wilks was educated at Malvern College, and served an apprenticeship with the Brush Electrical Company. After two years in the United States working for the General Motors Corporation, he returned to this country in 1927 to take up an appointment with the Hillman Co., Ltd. He joined The Rover Co., Ltd., in 1931 as experimental engineer, and was appointed technical director in 1950.

formation in mind, there should then be an economic assessment of the relation between cost of certain road improvement schemes and the benefits derived. Specific schemes should then be prepared based on the conclusions of such investigation, which should also lead to the assessment of priorities in selecting schemes for road improvement.

The report added that there should not be any delay in the present programme of road building while there was further study of the national road needs. Road conditions were so menacing that to hold up current improvements pending modification of plans would make the situation much worse.



BOSTIK Adhesives and Sealing
 Compounds are available in a variety of grades for the Motor Industry. So also is PRESTIK Sealing Strip, the original pre-formed sealer. There is, indeed, a specific BOSTIK product for every sticking and sealing job in your industry.

The draughts that register on a woman's ankles or the back of a man's neck in new or newish cars, soon chill a manufacturer's reputation. Bad sealing is never good business. The BOSTIK system of adhesion and sealing, properly carried out, keeps reputations quite secure. And the BOSTIK technical service is freely available to manufacturers to see that it does. It's always worth while consulting the BOSTIK MAN at the design stage.

ADHESIVES AND SEALING COMPOUNDS



FOR THE MOTOR INDUSTRY

SHELL
All the Winners!



GERMAN GRAND PRIX

1st
FERRARI

J. M. FANGIO

Subject to official confirmation

ALSO USING SHELL FUEL

NEWS and VIEWS . . .

Journeys Timed

TEAMS of Roads Campaign Council workers on eight of the country's busiest holiday routes were to ask seventy thousand motorists to time their holiday trips last weekend. This was part of a plan organized by the council, in which drivers were to be given cards which they could fill in and post at the end of their journeys. The purpose of the survey was to get some idea of the average time taken, by day-trippers and people going on holiday, to reach their destinations. The council also arranged for leaflets illustrating modern roads abroad to be distributed to motorists caught in traffic jams. The leaflets stated "Get yourself out of this jam—press your M.P. for better roads."

"Outpaced"

THE North Riding of Yorkshire County Council has been informed by its Highways Committee that there are now twice as many cars licensed in the area as in 1938, and three times as many goods vehicles. But the current Ministry of Transport grant for highway maintenance will permit resurfacing of only 10 miles of class one roads this year, three miles of class two roads, and four miles of those in class three. At this rate, class one roads in the Riding will be resurfaced only once in 32 years and class three roads once in 26 years.

Motoring in Austria

POPULATION of motorists in Austria now exceeds the 1937 total by 500,000. Every ninth Austrian owns a car or a motor cycle; some 616,000 cars are in use there.

Radio Listening

MOTORING programmes on the radio are comparatively rare, but one will be broadcast in the Home Service on Tuesday, August 14. It is called *No Bonnet Over the Border*, and will describe in a light vein the adventures of Mr. Campbell Fraser in a frustrated attempt to drive from Surrey to Scotland with his wife, his baby, and his maiden aunt, in a friend's new car. The programme will run from 8.10 to 8.30 p.m.

CAR for "special uses" is the Pinin Farina touring jeep on a Fiat Multipla 600 chassis. A rubber-mounted wooden belt runs round the body. There are no doors; a semi-circular mahogany seat for six people is fitted in the rear compartment



For London Visitors

LATEST edition of the R.A.C. pocket-size London Information booklet has been expanded considerably. For the first time it lists 110 selected London restaurants, and an enlarged space is devoted to parking. The number of bombed-site parks is down from 24 to 17, but a new section lists 83 streets, squares, gardens and terraces where the visitor—if he is early and lucky—may find a place. The booklet includes details of hotels, theatres, cinemas, garages, places of interest and contains six pages of maps.

Bank Holiday Wash-out

RAIN and storm made last weekend one of the easiest holidays for some time, as far as road congestion was concerned. The weather was the worst on record for the holiday. Another factor in the low density of road traffic was that many motorists were seen to be travelling by night, particularly those on roads to the West Country. At the early hour of 7.30 a.m. on the Saturday, traffic was converging on the Exeter by-pass at the rate of 1,500 vehicles an hour, many motorists apparently having spent the night on the roadside.

The Automobile Association's air watch on the alternative London-Brighton route—signposted in conjunction with the Ministry of Transport—showed that nearly 40 per cent of vehicles were using the optional diversion. The A.A. added that August Bank Holiday Monday had proved to have been the quietest since before the war.

Remarkable Renault

BEATING the previous one-way record by 48 minutes, a Renault 750 driven by Mr. and Mrs. T. Clark has completed a double crossing of the United States from New York to Los Angeles and back at an average speed of 47 m.p.h. The total distance of 5,842 miles was covered in 142 hours 3 minutes. The journey from New York to Los Angeles took 60 hours 12 minutes, and the record which it breaks was set up in 1933 by "Cannonball" Baker in a Chrysler Imperial. The Renault was a normal production model, its only modification being the fitting of a special manifold of the *Autobleu* type.

Technical Director Retires

MR. L. J. SHORTER, who has been with Singer Motors, Ltd., since 1932, has retired. Mr. Shorter, who is 71, was technical director of Singers, and he will continue to act in a consultative capacity with the Rootes Group. He was a member of the council of the automobile division of the Institution of Mechanical Engineers for many years, and he also served on the council of M.I.R.A.

Mr. Shorter's early days with the industry started with British Duryea, a company controlled by Henry Sturmy, one time editor of *The Autocar*. He joined Humber, Ltd. as chief designer in the 1920s, and in 1937 was appointed chief engineer of Singer Motors, Ltd.



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Used Cars in America

FALLING stocks at used car dealers in America are reported to have had a shortage-value effect on prices, and in June values were higher than in the corresponding month of last year. Prices on the American used car market have increased steadily this year since January.

Motorway for N.Z.

CONSTRUCTION of a three-mile motorway to link the northern access of the Auckland Harbour Bridge with the highway systems of Takapuna and areas to the north has been authorized by the National Roads Board of New Zealand. The road is estimated to cost £900,000.

Training for Mechanics

THERE has been a marked increase in the number of technical college courses in automobile engineering, particularly in the vehicle mechanics branch of the subject. In the last eight years the number of candidates for the City and Guilds of London Institute examination in motor vehicle mechanics' work has risen from 600 to 3,000. This is said to be due largely to the scheme for recruitment, registration, education and training of apprentice vehicle mechanics which is organized by the National Joint Industrial Council for the Motor Vehicle Retail and Repairing Trade. The scheme is based on indentured and nationally registered apprenticeship, with planned practical training on the subject and related training at a technical college to attain practical and technical competence.

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Disconnected Jottings

BY THE SCRIBE
Barry Appleby drawings

Upswept

THAT celebrated coachwork cliché, the "notable advance," can, I think, correctly be used about one styling achievement of the last year or two—the virtual disappearance of the very low, overhanging tail. I had a car with a low-swept tail and my excessive fondness for it was marred, in moments of candour, by the absence of ground clearance between the tail and the pavement whenever anything like a road camber was present. In this country life was not so bad, but over the other side of the Channel it was almost insufferable. Your French hotel garage entry is rarely more than a take it or leave it absence of kerb, the camber being left to look after itself; across such a Lazarus divide my car would edge, inch by inch, while its



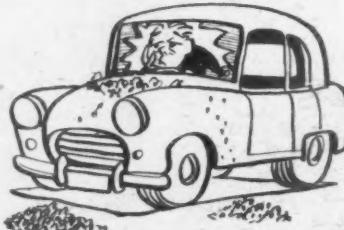
Disappearance

driver awaited the agonized scrunch as a frame extension member helped the workmen with their *travaux*. The sort of transverse dyke which the Frenchman takes in his stride was a slow-down-and-con-her-through to me. If the *pierres* had been *chuting* down the mountainside I had to reckon that every one was a Rock of Gibraltar.

All that has been changed. A nifty upswept tail makes me casual of such things, and I find the rear view of the car concerned just as satisfying as that of my older love. I think it goes to prove that human nature can get used to anything in the way of appearance—and like it—and also, as I said at the opening of this paragraph, that a "notable advance" in styling can be recorded.

Glass

PERIODICALLY I am the recipient of bitter complaints from owners who have just discovered the disconcerting breaking habits of toughened safety glass and I try with some patience to explain all that is known and that has been done to lessen them. As a rule, though, the listener bursts in upon me with an impatient, "Yes, but what about laminated glass?" or, alternatively, "one of these plastics." Thereupon, of course, a further lecture is



Philosophical

called for which I do not propose to repeat here, space being limited.

I do try to make the point, however, that the virtues of glass are its undoing; in other words, if it were not hard and brittle it would not be so miraculously transparent, and I have always admired the amount that has been done to make it withstand heat and impact. That glass should be usable at all in cars is quite extraordinary, and that it should have been rendered comparatively harmless is more extraordinary still.

If by any chance you are unlucky enough to have a screen go, I think it is important to be philosophical about it and to say: "Well, if there were a better transparent substance they would use it." If you like, shut yourself in a small back room and have a go at finding one. Plastics as known today are no answer unless you are prepared to face a screen renewal every few thousand miles. The safety is obtained by flexibility, which, in turn, is obtained by softness and the softness means scratches. And the scratches are quickly legion.

Suez

MY memories of Suez are becoming hazy but I do recall that the road along the bank of the canal out of Port Said was as straight as a die and, when I was in those parts, well-surfaced and looking good for the right sort of car. Otherwise the canal was remarkably unexciting, with nothing like the glamour of Panama and its electric mules. These two great highways of the world are curiously interesting to the motorist, perhaps because there is added to the glamour of far-off places the interest of large-scale traffic control—a bit of both worlds, as it were.

It is funny how small things stick in the memory when the large things are forgotten. I recall that, the first time I passed through Suez, in March, there was a perishing cold wind blowing down from Jerusalem, which surprised me; and how, many months later on an eastbound passage, I saw the only complete calm I have ever witnessed—in the Gulf of Suez—when the moon was a perfect circle in the water.

Panama remains a memory for the incessant South American music on the loudspeakers of Colon, and the equally incessant thunderstorms of the Gulf of Panama, over to the south on the Pacific side. Interesting parts, and what a pity it is that the neo-nationalism of this world is closing more and more of them to the touring motorist.

Multiplicity

THE law, which is based on common sense—otherwise it is not good law—none the less has an irritating habit of leading one away from common sense. The necessity to specify a road sign so that it shall have the requisite legal significance often makes an approach to a complex danger rather like the passage down an avenue of trees: Low bridge, T-junction, School, Turn right for Wigginshampton, say, in a one-two-three-four of roadside posts, where the lot might be embodied in one and make the scrutiny of the reading driver less prolonged, thus increasing safety by permitting the eyes to return to the road at the first possible instant.

The great difficulty of avoiding legal loopholes is acknowledged, and yet it seems a pity that when the Q.C.s come in at the door common sense should fly out of the window.

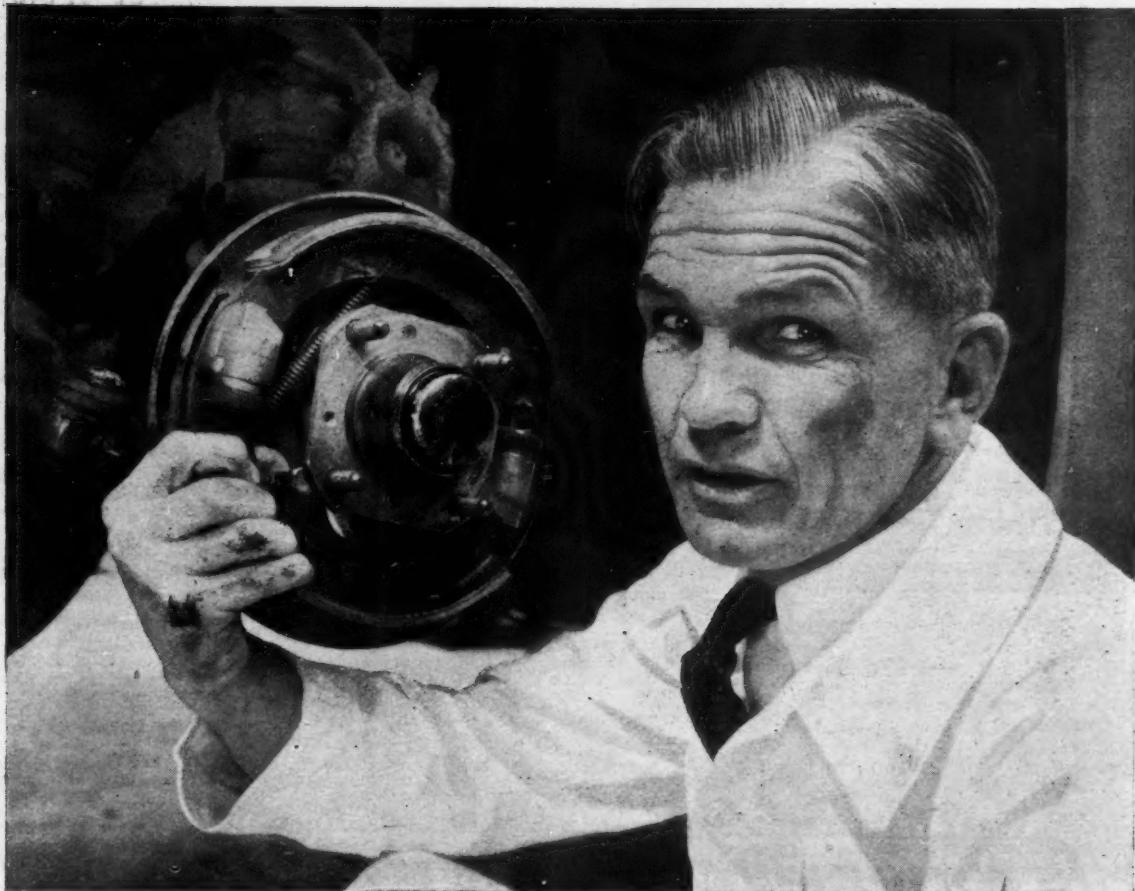
The only justification for multiple-posts is the Continental warning for a



Irritating

severe danger such as a level crossing whereon diagonal bands on consecutive posts show how many hundred metres the danger is away. This is a system that deserves importation into this country.

Incidentally, I wonder when we are going to recognize officially that traffic speeds have increased and that the lettering on signs needs to be larger, at least on main roads. I am prepared to bet that more than one accident has been caused by a driver searching for a town or village name on a cross-roads signpost that was erected to guide the 6 m.p.h. pony and trap on its much more leisurely way of years ago.



"We don't need a crystal ball"

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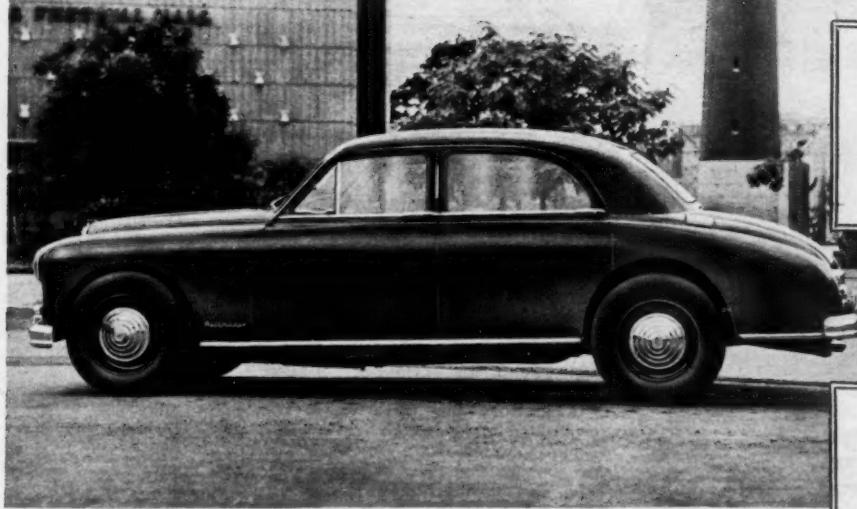
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No. 1606

**RILEY
PATHFINDER
WITH OVERDRIVE**

A contemporary style of background suits the graceful curves of the Pathfinder. It has a dignified appearance, without being severe

THE Riley Pathfinder, latest in a long line of favourites of the connoisseur, attracts those who know cars well and, having weighed the pros and cons, accept its shortcomings in the light of its advantages. It has a big, long-stroke, four-cylinder engine at a time when most cars of similar capacity have near-square sixes, but it is a well-developed, dependable and powerful unit. It is unusually well equipped in terms of instruments, controls and lighting, and the lavish nature of the furnishings and fittings is evident. It is indeed a large car.

For these qualities a small penalty in weight must be paid, and the Pathfinder proves to be substantial, both to control and to manoeuvre. But it is a willing car, with performance to spare and viceless handling qualities, of a type which cover up the occasional misjudgment.

It was first announced at the London Show of 1953, and the only legacy from the car it then superseded was the four-cylinder, overhead-valve 2½-litre engine. The basic design of this engine may well go down in motoring history as one of the most famous ever produced. The two cam-shafts are mounted high on each side of the cylinder block, and the inclined valves open on a hemispherical combustion chamber, which makes for high efficiency. This engine, which has a stroke-bore ratio of 1.49 to 1—gives of its best to the driver who has a natural feeling for the car and does not regard it just as a means of getting from point A to point B. It will accelerate in normal top gear from 12 m.p.h., but to enjoy its performance to the full the gear box should be used, when the car's response is a matter for real enthusiasm.

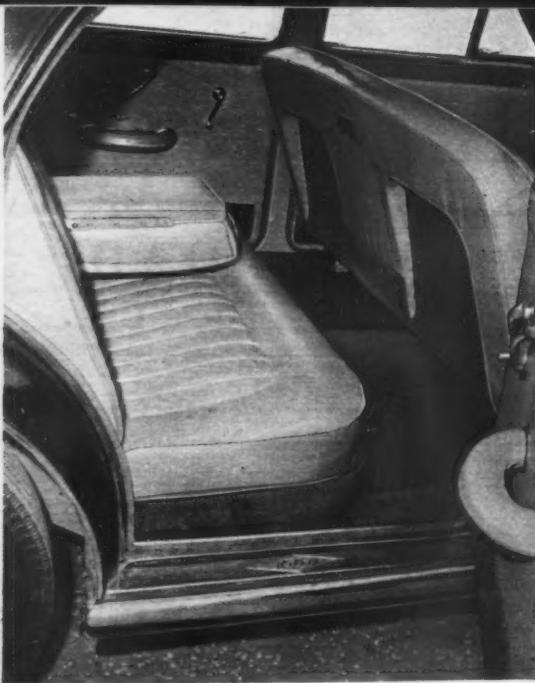
Starting operation would be easier if the switches for starter motor and ignition were closer. Both hands are needed for this simple operation, for the ignition switch is on the right of the steering column and the choke and starter button are on the left—both the latter screened to some extent by the wheel. A much appreciated fitting is the hand throttle, by which the driver can set the engine at a speed faster than the normal tick-over when warming up or manoeuvring under difficulties. A rev-counter and oil pressure and water temperature gauges are amenities the knowledgeable owner will appreciate. There is also a hand control over-riding the automatic advance and retard of the ignition.

The engine produces its power smoothly in most road conditions, the slight roughness of a four-cylinder unit being noticed only when pulling at low speeds in top gear. It responds very well to snap throttle openings, and acceleration times recorded are good when the weight of the car—31½ cwt—is borne in mind. The time taken for the standing quarter-mile—21 sec—is particularly good for a car of its weight. The slightly less favourable times of acceleration for this model, compared with those secured in the previous Road Test of a Pathfinder (*The Autocar*, 25 February, 1955), are attributable possibly to the hydraulic actuation of the clutch now used. This is one of the more important modifications which have been made since the model was introduced.

The overdrive is intended as a cruising and economy gear, and nothing is gained in performance by using overdrive ratios for acceleration. The figures in the accompanying data panel tell their own story, and when taking standing start figures only normal ratios were used. It is possible to engage overdrive in second gear, and accelerate to over 70 m.p.h. in this ratio, but this is an academic



The gear lever does not interfere with seat adjustment. Standard equipment includes a heating and demisting unit and a vacuum operated screen washer; its button is under the right corner of the facia



A well-sprung cushion, and a seat back set at a comfortable angle, permit the maximum amount of relaxation in the rear compartment. There is an armrest on each door, and an ashtray in the centre of the front seat back

RILEY PATHFINDER . . .

exercise rather than a practice which one would normally adopt.

With the overdrive push-pull control in the engaged position, the car will hold normal gear up to maximum speed in that ratio unless the accelerator pedal is released momentarily above 32 m.p.h., when overdrive will come into operation. At speeds below 28 m.p.h. the overdrive is disengaged automatically, and a free wheel is available in direct drive below this drop-out speed down to stall point.

If, in overdrive, the driver wishes to revert to the normal ratio suddenly for overtaking or in emergency, depression of the accelerator pedal beyond its usual arc of travel operates a kick-down switch which puts overdrive out of action, but he must be careful not to do this when the road speed is in excess of that attainable in the normal gear concerned. This accounts for the slightly inferior acceleration and maximum speed figures listed for overdrive third as compared with normal top.

By careful use of the throttle it was possible to obtain acceleration figures in overdrive for the 30-50 m.p.h. range, but in normal driving, when overdrive is brought into use at speeds of 50 m.p.h. or above, such a "fairy foot" technique is not commonly employed, and the operation of the overdrive unit is quite straightforward.

The normal gear ratios suit the car very well indeed and enable the driver to get the best performance from the

engine; the overdrive ratios encourage a less enterprising approach and a more relaxed method. Overdrive third is so close to normal top in ratio that the difference is hardly discernible, though in fact both acceleration and maximum speeds are superior in normal drive top. The high overdrive top—2.87 to 1—is very much a Continental cruising gear. It gives on suitable English roads a feeling of being wafted along in comparative silence with the speedometer on the 90 m.p.h. mark and the rev counter needle recording 3,000 r.p.m.

Maximum speeds on the indirect normal ratios were reached at 5,500 r.p.m., which is unusually fast for this size of long-stroke engine. Most drivers would appreciate a revolution limit being marked on the tachometer, and a car with a genuine maximum of 100 m.p.h. is worthy of a speedometer that gives a margin above that figure.

For fast touring the Pathfinder is excellent—it covers the ground effortlessly. There is a self-centring action about the steering which gives a good feel when cornering. The driver can choose his line with complete confidence, knowing that the car will follow it precisely. There is no tendency to wander at any speed, and the steering is pleasantly light except at low speeds.

The combination of long torsion bars at the front and coil springs at the rear gives the car a suspension that is suitably firm for high-speed driving and yet quite comfortable when the car is taken slowly over indifferent surfaces. Passengers found it possible to sleep in the back seat when the car was being driven quite briskly.

In contrast with the performance side of the Pathfinder, it is also very likeable when used for domestic errands or the kind of sight-seeing journey that might take place during a holiday or a weekend. The engine is very versatile, and it pulls strongly at low speeds.

Constant use of the overdrive shows up when fuel consumption is considered; the present car's figure of 23.7 m.p.g. compares very favourably with that of the previous Pathfinder Road Test when 21 m.p.g. was recorded. The lowest figure with the present car was the result of a morning start in a suburban area through rush-hour traffic—in fact, the most unfavourable conditions in which a test of consumption can take place; 25.9 m.p.g. was obtained by maximum use of the overdrive and minimum speed in the indirect gears with three persons aboard.

Hydraulic operation of the clutch has cut out the slight judder that was apparent with the previous model, and a smooth take-off can be made at all times. No slip was evident, even when full power was being used during the testing. The action is light and progressive, and the pedal is set at a convenient angle. In contrast with other B.M.C.



A bright plated rubbing strip protects the bottom panels and rear wing quarters. There is a very good view to the rear

cars, the Riley still retains vertical clutch and brake pedals pivoting on a shaft beneath the floor, and there is no doubt that they are more pleasant to operate than the pendant type. There was no draught from the lever apertures in the floor.

The fallacy that it is necessary to have a steering column mounted gear lever to permit three people to be accommodated on the front seat is dispelled by the positioning of the Pathfinder's neat gear change on the driver's right. It is out of the way when entering the car, the movements between gears are precise, and the synchromesh on second, third and top works satisfactorily. When the lever is put into third gear, a driver may find that a particular position of window winder and door handle catches his knuckles. Some drivers may find the central arm rest inconveniently high.

A vacuum servo assists the hydraulic operation of the brakes. The effect is praiseworthy, although the assistance, in terms of pedal pressure, is not readily noticed. Persistent stops from 80 and 90 m.p.h. had no ill effect on the linings, and even when they were very hot there was no fade or unevenness. The hand brake is effective, but it is of the umbrella type, under the facia, and does not come readily to hand. It is not in keeping with the character of the car.

The driving position with the seat adjustment range available is good, and the driver has ample forward visibility

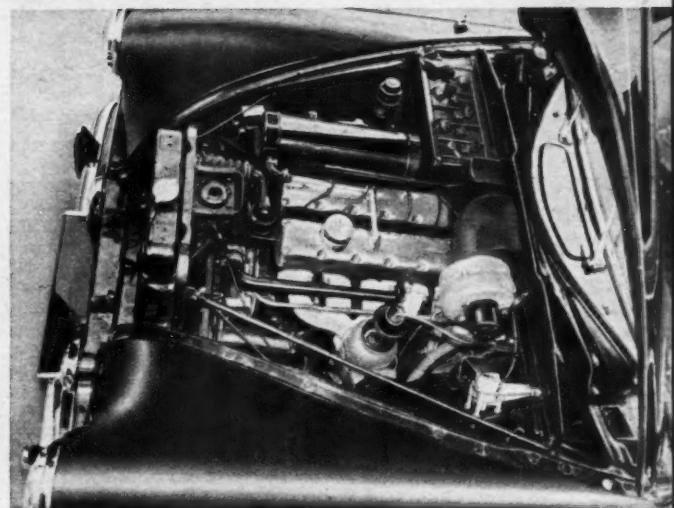


The head lights, which have a beam suiting the performance of the car, are supplemented by twin built-in fog lamps

with plenty of headroom, owed in part to the fact that the chassis frame members sweep out within the wheelbase and permit a sunken floor. The windscreen pillars are apt to form an obstruction to driving vision because of their comparative thickness. The driving mirror, which can be dipped, gives a good field of view through the wide rear window.

The generous seat width gives good support to the thighs, and the steering wheel is positioned so that the driver can adopt a comfortable but alert position. The steering column is adjustable for length, but the adjustment is not quite so simple as the instruction book would have it. There is sufficient foot room around the pedals, and a small pad is provided at the side of the gear box cover for the driver to rest the left foot, though not with the left leg at full stretch.

The instruments and the majority of the control switches are well laid out in front of the driver and one either side of the steering column. Three large circular dials—insert in a black panel to avoid reflection—can be read easily through the top half of the steering wheel. An attractive form of "black" lighting is used for illuminating the panel at night, and a two-position switch permits the driver, if he wishes, to light the speedometer only. In the centre of the polished



In this illustration the bonnet is opened wider than the supporting strut will allow. Prominent are the battery, away from the exhaust heat; screen wash bottle, screen wiper motor and heater unit. The cast alloy rocker covers, with their interconnecting oil breather pipe, give a fine appearance to the engine

veneer facia are the driving light and windscreen wiper switches.

The twin Windstone horns are operated by the half-ring mounted on the steering wheel, and a short radial movement of this half-ring to left or right actuates the tractors. The head light dipswitch is a short, flexible lever mounted on the right side of the steering column; some drivers found that it tended to obstruct the right knee when in the dipped position.

The interior of the Pathfinder is very well finished, and the deeply upholstered, leather-covered seats give an air of luxury. The rear compartment is especially comfortable. There is a wide central folding armrest, the back of the front seat is recessed to provide extra knee room, and there are twin roof lights which act as courtesy lights when the doors are opened, and are also controlled by an independent switch. All the doors close easily and firmly, and little draught was noticed. Because of the shape of the car, wind noise is at a low level and the coachwork keeps very clean even on a "dirty weather" day.

By housing the spare wheel in a hinged tray beneath the luggage locker floor, the manufacturers have made available the maximum amount of room in the locker. There is accommodation for large suitcases, the floor is covered with



The locker lid is reinforced for rigidity and to prevent vibration. Lifting jack and tools are housed within the wing on the right. A reversing light is fitted in each rear lamp cluster

RILEY PATHFINDER . . .

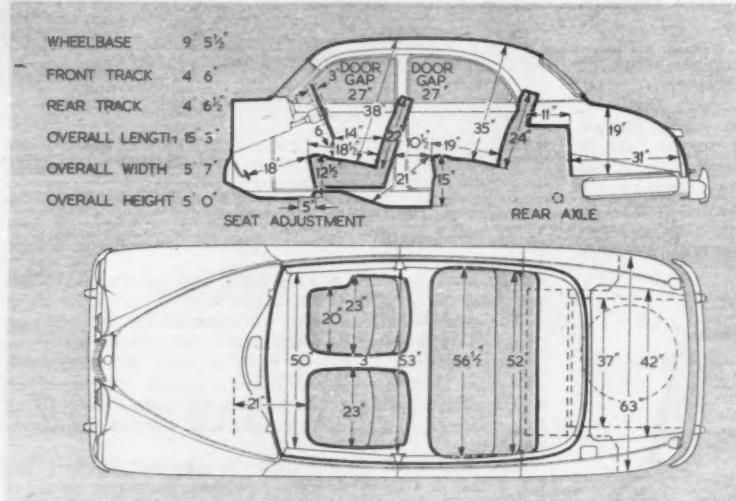
matting, and the lid is supported by hinged struts in the open position. The electrically operated petrol pump is housed in the right side of the locker where it is out of the way of luggage and also remote from underbonnet heat which might cause vapour locks in a hot climate or during prolonged storming of mountain passes.

A strut supports the bonnet in the open position, and

this allows sufficient room for routine replenishing of oil and water and similar maintenance. The majority of the auxiliaries are accessible, but the twin S.U. carburetors, their adjustments, and the fuel pipe unions are tucked away and hidden by the air cleaner.

The Pathfinder is one of the cars which are still provided with a starting handle; it is housed with other tools in the luggage locker. There are 12 lubrication points which require attention every 1,000 miles, the majority of these are on the steering and front suspension joints.

RILEY PATHFINDER WITH OVERDRIVE



Measurements in these $\frac{1}{2}$ in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds.

Speed Range, Gear Ratios and Time in sec.

M.P.H.	*2.87 to 1	4.1 to 1	*4.11 to 1	5.88 to 1	*5.91 to 1	8.45 to 1	13.59 to 1
10-30	—	—	—	7.8	—	5.6	4.5
20-40	—	—	11.2	—	7.5	—	5.7
30-50	—	18.8	—	11.5	8.2	8.2	—
40-60	—	20.3	12.5	12.6	9.4	9.4	—
50-70	—	24.5	13.8	14.5	11.3	11.5	—
60-80	—	33.0	17.0	18.0	—	—	—

* Overdrive ratios.

From rest through gears to:

M.P.H.	sec.
30	5.5
50	13.1
60	18.8
70	24.7
80	35.0
90	51.8

Standing quarter mile, 21.0 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top (mean)	97.1	156.2
(best)	100.2	161.3
3rd	58-75	93-121
2nd	55-52	56-84
1st	22-32	35-51

OVERDRIVE

Top	(mean)	132.8
(best)	88.0	141.6
3rd	80-91	128.7-146.5
2nd	68-74	109.4-119.1

TRACTIVE RESISTANCE: 16.2 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

Pull (lb per ton)	Equivalent Gradient
Top 189	1 in 11.7
Third 292	1 in 7.6
Second 406	1 in 5.6

BRAKES:

Efficiency	Pedal Pressure (lb)
84 per cent	100
74 per cent	75
61 per cent	50

FUEL CONSUMPTION:

23.7 m.p.g. overall for 320 miles (11.9 litres per 100 km.).

Approximate normal range 17-26 m.p.g. (16.6-10.8 litres per 100 km.).

Fuel, first grade.

WEATHER: Sunny, slight breeze; dry concrete surface.

Air temperature 72 deg. F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of 25th February, 1955.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	95	100
True speed	11	19	28	37	47	57	66	77	86	90	95

DATA

PRICE (basic), with saloon body, £940.

British purchase tax, £471 7s.

Total (in Great Britain), £1,411 7s.

Extras: Radio £46 10s.

Overdrive £63 15s.

ENGINE: Capacity: 2,443 c.c. (149 cu in).

Number of cylinders: 4.

Bore and stroke: 80.5 x 120 mm (3.169 x 4.725 in).

Valve gear: overhead valves, pushrods.

Compression ratio: 7.25 to 1.

B.H.P. 110 at 4,400 r.p.m. (B.H.P. per ton laden 63.9).

Torque: 134 lb ft at 3,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 20.1

M.P.H. per 1,000 r.p.m. on overdrive, 28.71.

WEIGHT (with 5 gals fuel), 31 $\frac{1}{2}$ cwt (3,506 lb).

Weight distribution (per cent): F, 52.7; R, 47.3.

Laden as tested: 34 $\frac{1}{2}$ cwt (3,856 lb).

Lb per c.c. (laden): 1.57.

Brakes: Type: F, two trailing shoe; R, leading and trailing shoe.

Method of operation: F, hydraulic, servo-assisted; R, hydraulic servo-assisted.

Drum dimensions: F, 12in diameter; 2 $\frac{1}{2}$ in wide.

R, 12in. diameter; 2 $\frac{1}{2}$ in wide.

Lining area: F, 70.6 sq in. R, 89.5 sq in (92.9 sq in per ton laden).

TYRES: 6.00-16 in.

Pressures (lb per sq in): F, 27; R, 27 (normal).

TANK CAPACITY: 13 Imperial gallons.

Oil sump, 13 pints.

Cooling system, 17 $\frac{1}{2}$ pints (including heater).

TURNING CIRCLE: 35ft 6in (L and R).

Steering wheel turns (lock to lock): 3 $\frac{1}{2}$.

DIMENSIONS: Wheelbase: 9ft 5 $\frac{1}{2}$ in.

Track: F, 4ft 6in; R, 4ft 6 $\frac{1}{2}$ in.

Length (overall): 15ft 3in.

Height: 5ft 0in.

Width: 5ft 7in.

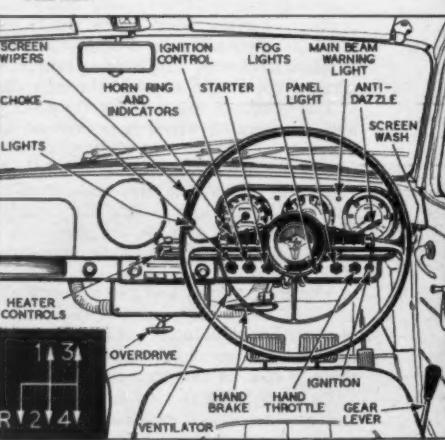
Ground clearance: 7in.

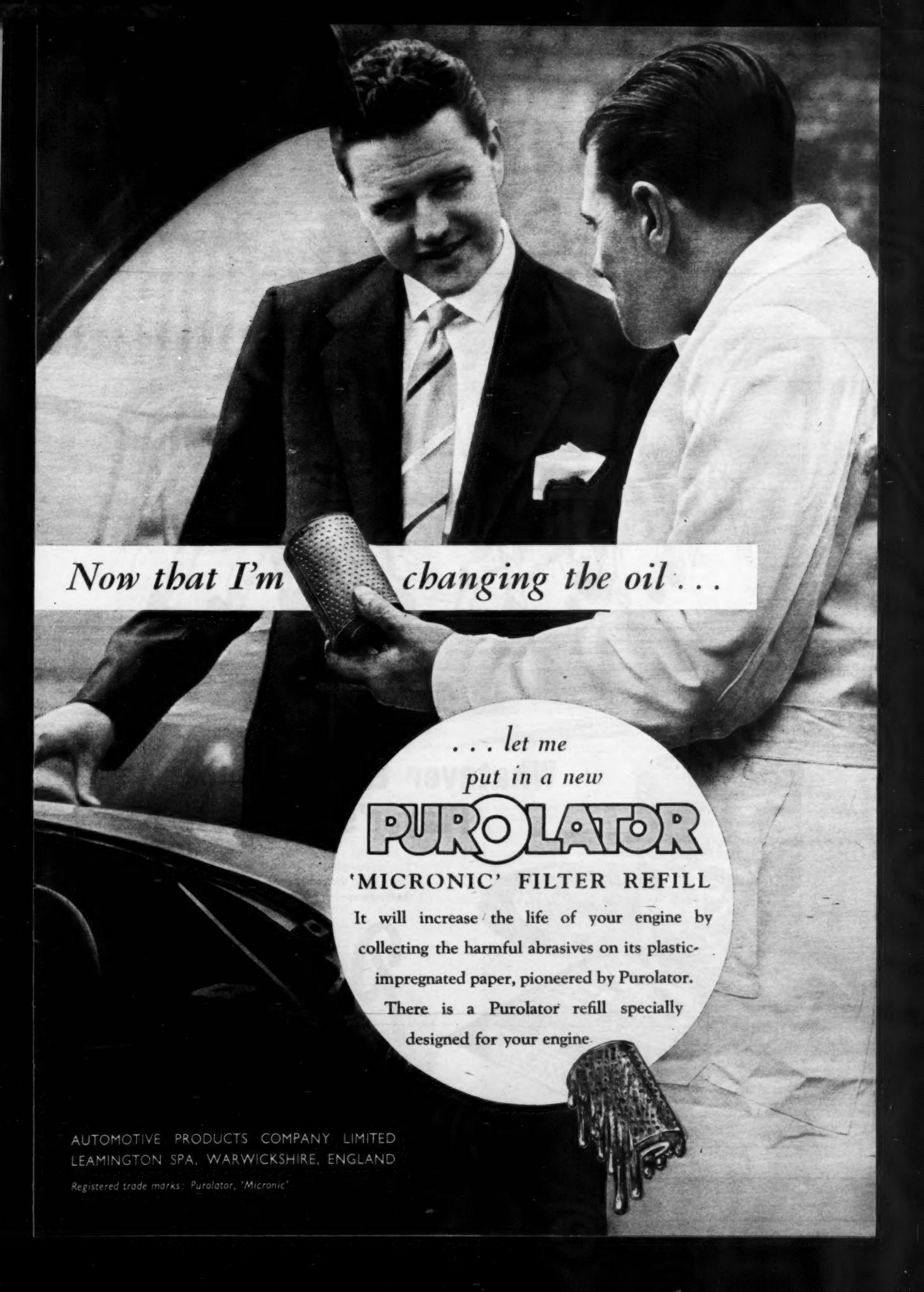
Frontal area: 21.8 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 63 ampere-hour battery.

Head lights: double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent, torsion bars and wishbones. Rear, coil springs and radius arms. Anti-roll bar position behind rear axle.





Now that I'm changing the oil . . .

*... let me
put in a new*

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collecting the harmful abrasives on its plastic-
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Please*



A small area of the Foldex map, reproduced at less than the actual scale

ACCESSORIES

London in the Pocket

A VERY good point in the new Foldex street-plan map of inner London is the ease with which the sheet opens and folds. Closed, the Miniplan is 5½ in by 3½ in over its stiff covers, and a mere ½ in thick, so that it is easily carried in a pocket or purse. It is opened; a cunningly folded 22½ in by 13 in plan is spread out; and it is quickly rehoused. It was found that all this could be done in 15 seconds at a first attempt. Excellent for hurried use at a halt of traffic!

The scale, 4 in to 1 mile, enables the minor streets to be clearly shown. Besides the obvious things, the plan also has borough and postal district boundaries; taxi ranks; all-night coffee stalls and chemists; principal hotels and buildings (so useful as landmarks); and many other details. It is in colour. On the back of the plan is a street index with reference numbers. The key is in three languages, English, French and German.

The Foldex Miniplan has various bindings: board 3s 6d, leathercloth 8s 6d, imitation lizard 9s 6d, leather 12s 6d, pigskin or Luxonhide 25s 6d.

NSWE boundaries of the area covered are St. Pancras, Chelsea, Holland Park and Whitechapel.

(Foldex, Ltd., 45, Mitchell Street, London, E.C.1.)

Fundamental Instability

SOME accessories are a criticism of car design, and the Duro-Mat is one of them. It is a seat pad with a surface of a good suede-finished cloth, and an underside of sponge rubber. The cloth is soft and clothes will not slide on it; the

rubber base grips the most glassy and slippery upholstery. The device is sold at £1 1s, is made by Duro-Mat, 95, Charlotte Street, London, W.1, and is distributed by Brown Brothers, Ltd., Great Eastern Street, London, E.C.2. There are two shapes—"D," and square. Both are 17½ by 17½ in.

Apart from its polishing effect on suits, glassy upholstery on a bench seat, can give a driver the interesting experience of his stern sliding away on a bend, while he hauls himself back by the wheel, at the same time steering the car as best he can. Passenger instability is equally undesirable.

Static

UNDER the name of Nevasik, M.H. Springs, Ltd., 718-720, Seven Sisters Road, London, N.15, are making a spring-loaded rod for trailing under the car, and discharging static electricity. It costs 5s 9d.

The steel stud trailing on the road is 2 in long and ½ in thick. Plastic sheathing covers the long spring which forms the stem. It is meant to be fitted to the bottom of any U-bolt and nut securing a rear spring.

Paint-maker's Cleaner

IT is required of a cleaner-polish for cars that it should be effective but that it should not contain drastic solvents and abrasives, for the thickness of paint films is in thousandths of an inch.

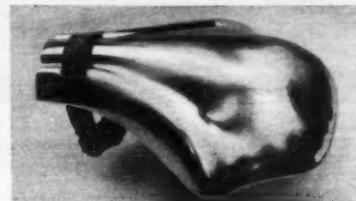
The new Carbrite of Thos. Parsons and Sons, Ltd., 70, Grosvenor Street, New Bond Street, London, W.1, seemed on test to meet those requirements. It is the product of a paint manufacturer, so

could be expected not to be drastic. The shine was bright and colour from clean finish was not excessively transferred to the white polishing cloth.

Carbrite costs 4s in a bottle 5½ in tall, 2½ in diameter. The bottle is of polythene flexible plastic with a screw cap, and when the polish is finished will be a valuable addition to the picnic set!

Exhaust Deflector

ANOTHER Raydyot exhaust deflector has been introduced, by James Neale and Sons, Ltd., Graham Street, Birmingham, 1. It is rustproof, being chromium-on-brass, and the worm drive clip enables it to fit pipes between 1½ in and 2 in. The price is 15s.



The Raydyot exhaust extension

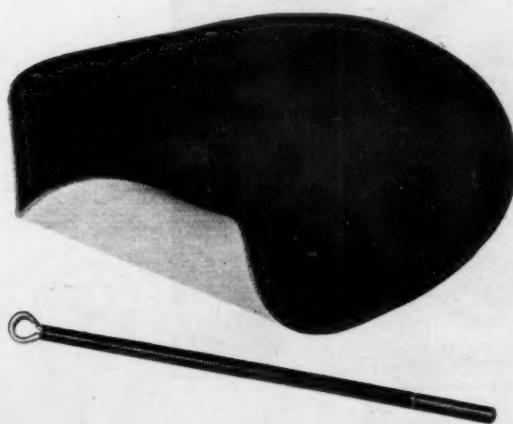
Coachwork Repair

THE firm of Douglas Holt (Est. 1919), Ltd., of 5-6, Eagle Street, Holborn, London, W.C.1, recently put on the market a kit of a new filler and repairing medium for car bodies called Cataloy, which we found in tests to be easy, speedy and highly satisfactory in use. It comprises tins of a powder and liquid which are thoroughly mixed together in suitable quantities. The resulting paste is knifed into the place where filling is required, and sets hard in 20 minutes or so. It can be applied thickly where necessary, and does not shrink as it sets. It can be sanded or filed immediately after hardening, and will accept the usual kinds of painting treatment.

The cost is £3 10s for a 2-kilogramme pack and £2 for a 1-kilo outfit. A small, flexible plastic mixing bowl, which allows easy cleaning away of the residue, is available at 2s 8d.

Now a modified pack has been prepared in the form of a glass fibre repair kit, in which the Cataloy powder and liquid are supplemented by glass fibre woven ribbon and mat. These permit repairs to be reinforced and made many times stronger; the technique is fully explained and is easy to carry out. The No. 1 kit, which costs 18s 8d, contains 12 oz powder, 8 oz liquid, 2 ft of 2 in ribbon and 288 sq in of glass fibre mat.

A seat pad which grips slippery upholstery, and keeps trouser seats matt; the Nevasik static-discharge rod; and Holts' body repair kit





At Dartmouth you can choose car or boat; or you can have the best of both worlds by using one of the car ferries to Kingswear



DARTMOUTH

Sixty-four Miles of

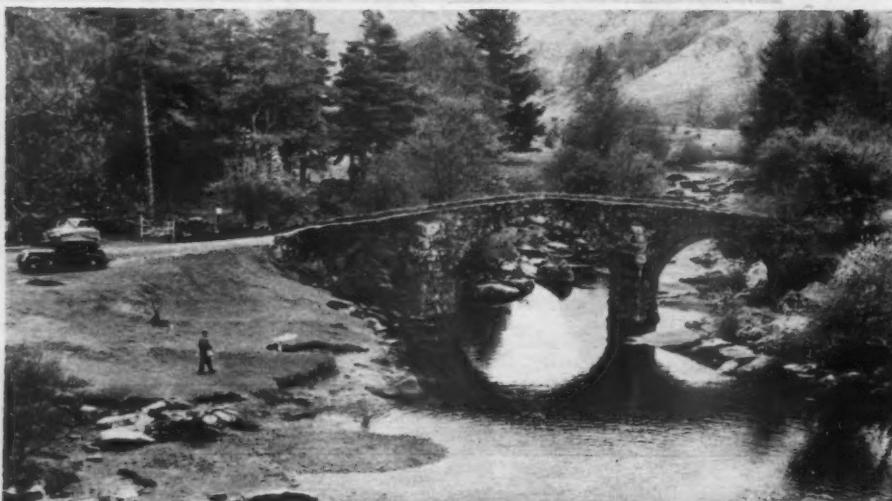
THE River Dart flows through a countryside of great beauty. It rises on Dartmoor some six miles to the north of Postbridge, and enters the sea at Dartmouth, where there are two car ferries to serve those coming from the Kingswear side. One can sample the loveliness of the countryside by leaving the town on the Totnes road, passing the Royal Naval College at the top of the hill. Four miles on at Hemborough Post (The Sportsman Inn), turn right for Dittisham—also served by a car ferry in summer. A diversion there for the view of the Dart flowing between steep, wooded hills is well worth while.

In the village is a 1-in-5 hill, at the bottom of which bear left for Totnes, passing through Tuckenhamb with its stepping stones and Bow Bridge. Turn right for Ashprington—where there is an historic coach house—and here the road bears left. At the next crossroads one mile ahead, turn right to drop into the Dart valley at Totnes, the site of the first bridge across the river. Cross over the main street to the by-pass road for Buckfastleigh (A384); this road passes Dartington Hall, which merits a visit.

The next cross-road is Skimmers Bridge, where you should turn right, and then right again half a mile beyond the church, to pass through Staverton, with its fine example of a seven-span bridge. Here turn left to rejoin the Buckfastleigh road, which skirts the river and passes the well-known salmon leap. At Dart Bridge turn left and immediately right over it for Buckfast Abbey.

One mile on, fork right for Hembury Wood (National Trust Land), and two miles later take the Holne road to Hex-

Down the hill and past the old coach house at Ashprington. Interesting villages as well as good scenery are guaranteed on this tour of Devon



The stone bridge at Hexworthy throws an image into the still waters

TO DART HEAD

Guaranteed Scenery

worthy, not entering Holne itself. From here you quickly come up on to the moor over the cattle grid, passing Paynton reservoirs and the Coombe Stone rocks, from which Dartmeet can be seen below. After Hexworthy bridge, turn right on the main road for Dartmeet, where the East and West Dart Rivers meet.

Proceed for two miles to the third turning on the left, signposted Cator Court and Bellever, and then via Bellever Bridge to the Two Bridges—Postbridge road, which will be entered by opening a gate. Here turn right for Postbridge, which is the nearest road point to Dart Head, the source of the River Dart. The walk up the banks is strenuous, but it gives a wonderful reward in scenery, remoteness and solitude.

After Postbridge take the first turning to the right for Widecombe, where you turn right round the church on to the Bovey Tracey-Newton Abbot road. Two miles later, turn sharp left for Hound Tor and Moreton Hampstead.

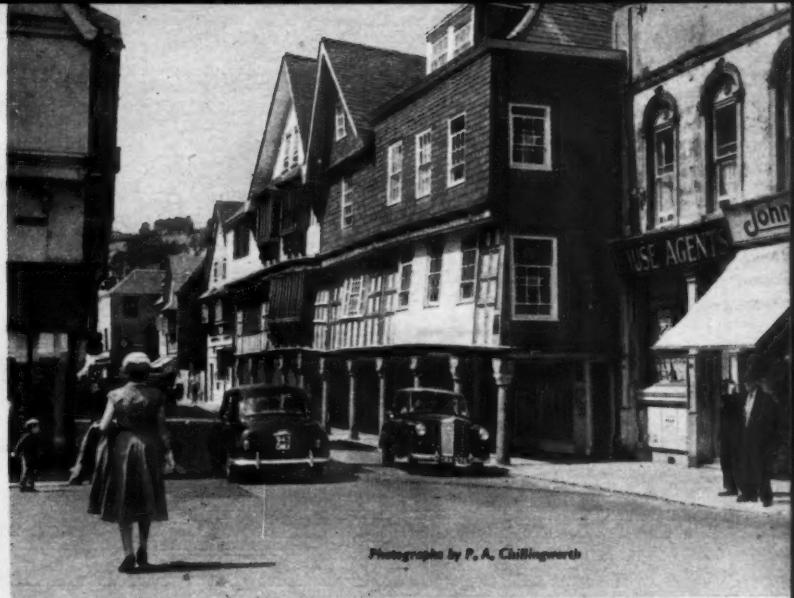
At Swallow Tor signpost bear left on the Chagford road, turning right two miles later, on to B3344 for Manaton and Becky Falls. Half a mile after Manaton, bear right at the signpost for Ilsington, Bickford and Haytor. This road rises quickly through wooded country, and bursts out on top of the moor to a splendid panorama.

Carry on to Haytor, passing the A.A. box on the Ashburton road. At Hemsworthy Gate signpost, two miles on, turn left for Buckland and Ashburton, and turn left again at Wells Tor signpost to Ashburton, now only a mile distant.

J. A. H. L.

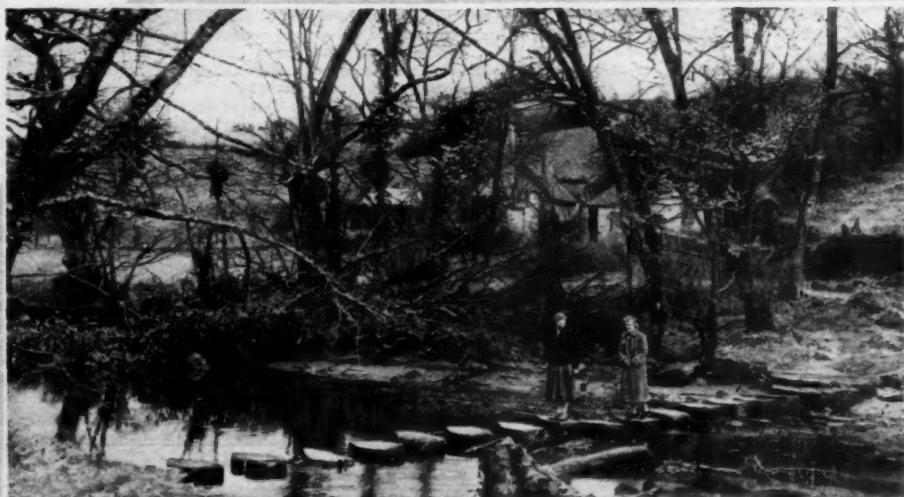
A peaceful mooring in the calm waters of the creek below the pretty villages of Dittisham. The tower of the church dominates the area

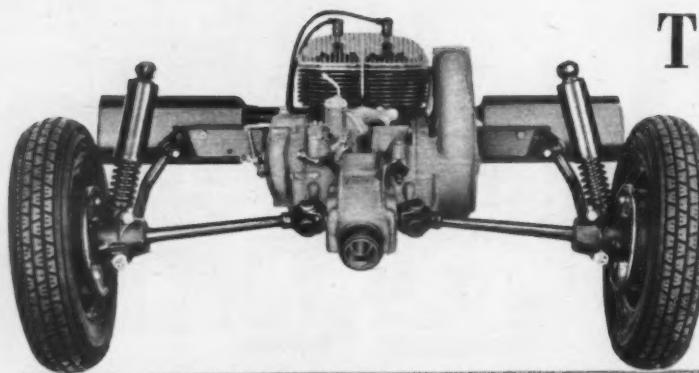
There is a bridge at Tuckenhay for those who do not like wet feet



Photographs by P. A. Chillingworth

Bombs damaged the Butter Walk at Dartmouth, but it has been restored again to present a photogenic front to the camera





The engine and transmission assembly viewed from the front, with the cooling ducts removed from the cylinders. In the foreground are the swinging half-axes and combined spring and damper units; behind the engine are separate silencers for each cylinder

Tom Thumb

from

DINGOLFING

WITHIN a few weeks the first examples of the little German Goggomobil will be reaching their homes in this country. Some 30,000 Goggomobils have been made in the past 15 months, and there is no doubt that they have been well received by the German public. Production at the moment is at the rate of about 116 a day. The price of this dainty little vehicle in the U.K. is naturally aggravated by import duty and transport costs, and at over £500 it will be beyond the pockets of many purchasers.

A two-door two-seater, with additional room for two children or a very occasional adult on the rear bench seat, it costs nearly £100 more than the Ford Popular, but is some £35 cheaper than the standard models Ford Anglia and Austin A30. Its appeal in this country cannot, therefore, depend on roominess or low first cost, but on its thrift and Lilliputian demands on *lebensraum*.

A pressed steel punt, with its sides raised and rolled over to form inverted U-section sills, forms the basis of the Goggomobil. The steel body pressings are welded to this to form a unit structure, and the mechanical components simply disposed about its two ends. It is powered by a rear-mounted two-stroke engine of 293 c.c., built as a unit with the clutch, gear box and final drive assembly and driving through swing axles to the rear wheels.

The two individual cylinders are encased in light steel pressings, ducted to an air-cooling turbine fan mounted on the left end of the crankshaft. The cylinders have detachable aluminium heads, and the bore-stroke ratio is over-square (58 x 56 mm). On the opposite end of the crankshaft is a two-plate wet clutch, driving the gear box primary shaft via single helical gears at a reduction from crankshaft speed of 2.4 to 1.

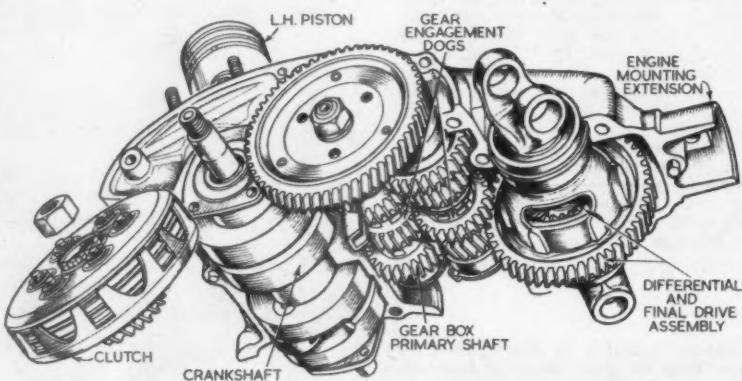
An interesting feature is that the aluminium casing for the crankshaft and transmission gear is split horizontally, all shafting except that for the reverse idler pinion running on the same plane. The gears are of the constant mesh, dog engagement type. Substantial thrust races are located at either side of the crown wheel assembly, all side loads from the rear wheels being transmitted to these via the universal joints.

The diminutive engine is claimed to

produce some 17 b.h.p. at 4,800 r.p.m., and the piston speed is moderate, even at the maximum permitted crankshaft speed of 6,000 r.p.m. A 5½-gallon gravity fuel tank supplies oil-petrol mixture in the ratio of 1 in 25 to a Bing carburettor, and thence to the cylinders via transfer ports in the crankcase, as is customary with two-strokes.

sary in the design because the hinge centres of the swing axles are very close together, and the track rods had to be correspondingly long to give good steering geometry. The track rods are of equal length, but there appears to be no provision for adjustment.

Body design for very small cars with relatively large passenger accommodation



With the lower half of the horizontally split crank- and transmission-case removed, the remarkably compact arrangement of the unit is evident. The driven component of the two-plate, wet clutch incorporates a single helical, step-down gear to the gear box primary shaft, in the ratio of 1 to 2.4

The engine-transmission unit, supported at three points on rubber, is mounted in the chassis with the final drive ahead of the engine, and each cylinder exhausts into a separate transverse silencer.

Combined coil spring and damper units are employed all round. The rear half-axes are located fore and aft by single tubular arms hinging from brackets welded to the chassis structure, and utilizing rubber bushes at each end. The front suspension also has swing axle geometry, the tubular half-axes being fabricated in wishbone form to provide fore and aft location, so dispensing with the need for radius arms. Rubber bushes are fitted at the upper and lower ends of the suspension units and at the fulcrum points of the half-axes.

The rack and pinion steering mechanism is unusual in that the inner ends of the two-piece track rod are attached to the one "free" end of the rack. This was neces-

is always a tricky problem, since the dimensions of the human frame are, broadly speaking, constant; they demand certain minimum requirements in the way of comfort, ease of movement and visibility, whatever the size of the vehicle. The Goggomobil has, however, quite agreeable proportions and is very much a scaled-down version of a typical family saloon, the effect being enhanced by the use of 10in wheels.

The doors are large and open wide, but a rear seat passenger must enter or leave on the left side, since the driver's seat does not fold forward. It is, however, adjustable (although a spanner is necessary to free it), which the passenger's is not, and the range is sufficient to allow a quite large driver sufficient room to drive safely.

Trimming is austere, but not to the extent of being unattractive. Details such as the inside door handles are rough but serve their purpose, and the structure as

German Two-Stroke
for the
British Market

a whole gives an impression of unity and strength. A folding soft top is available at extra cost, and would probably reduce noise as well as provide extra light and ventilation in good weather. Sliding windows are installed in the doors, but not in the rear quarters, and there are single, flashing direction signals in the door pillars. A simple heating arrangement, drawing warmed air from the cylinder cooling ducts, is a standard fitting.

There is no separate compartment for luggage, yet a considerable space forward of the front passenger's legs is used solely to house the spare wheel. In the engine compartment there is also some unused space, and it seems a pity that the makers have not used the limited volume of the body shell to the full.

Many extras are available for the Goggomobil, both to beautify and elaborate its interior and exterior and to add to its utility—everything, in fact, from a substantial roof rack to a cut glass vase. The basic price of the T.300 saloon is £336. With U.K. purchase tax of £169 7s, the total is £505 7s, and the sliding head costs an extra £10 5s 5d. The Goggomobil is manufactured by an old-established firm of agricultural engineers at Dingolfing in Bavaria, and the sole importers are Mansell and Fisher, 20, Cadogan Lane, Pont Street, London, S.W.1.

On the Road

It is never very kind to judge a strange vehicle from a brief run round the streets of London, with little opportunity to use top gear and no chance to make a considered judgment of its suspension and road-holding. It is equally very difficult to resist an offer to try such a car, however briefly and whatever the conditions. The impressions which follow were of an almost new car, which was immature in that the gear-change was still very stiff, the slow-running fast and erratic, and the brake pedal pressure unusually high. The running-in process and a few minor adjustments would almost certainly eradicate the first two criticisms.



Despite an overall length nearly nine inches less than the wheelbase of a DS19 Citroen, the Goggomobil is quite agreeably proportioned. It has an air-cooled, two-stroke engine at the rear, and each wheel is independently sprung

The Goggomobil starts easily from cold, having an electric starter and normal choke control. At the wheel, one is left in no doubt about handling a very small device, with the consequent limitations and advantages. The front seats do, however, give good support, and the rear seat is quite habitable by an adult for a short distance. In the centre of its backrest is a three-position tap for the gravity fuel supply (on-off-reserve), operated by the ignition key. A single screenwiper sweeps a wide arc, and a second blade is an optional extra.

The controls are normal, with the exception that the neutral movement of the gear lever when "crossing the gate" is fore and aft. Thus one flicks the lever forward and left for first, left to right from first to second, back and left for third and flick right for top. For reverse the lever is lifted, then slid back and left. On the car tried the fore and aft movement was stiff, but the change is obviously a good one, and the little car is naturally very dependent on it. The gear box dogs prefer a pause in neutral when making upward changes to allow the engine revs to fall—as with all two-strokes—but the

delay might have been less with a correct slow-running adjustment. First is supposed to allow a 1 in 3 gradient to be tackled, but is not so low as to be useless for a quick getaway.

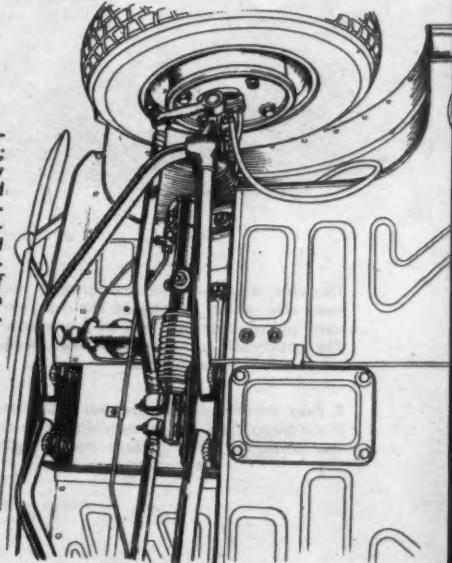
The little Glas engine delights in high revs, and the effect inside the car is almost that of a Grand Prix racer when a vigorous driver is losing no opportunities. Cheap economy machines can afford neither the weight nor expense of thorough sound-damping, and the sporting fraternity will be thrilled to bits.

There is a surprising amount of power available, and more than enough acceleration to keep up with the average traffic stream.

Although the brake pedal load seems high there is no question that they are very powerful. The pressure required appears to be only a function of pedal leverage. The centre of gravity is low, and this is reflected in above-average cornering abilities without appreciable roll. The steering is light and sensitive, and there are but two turns of the wheel from lock to lock. We look forward to a more extensive experience of this interesting miniature.

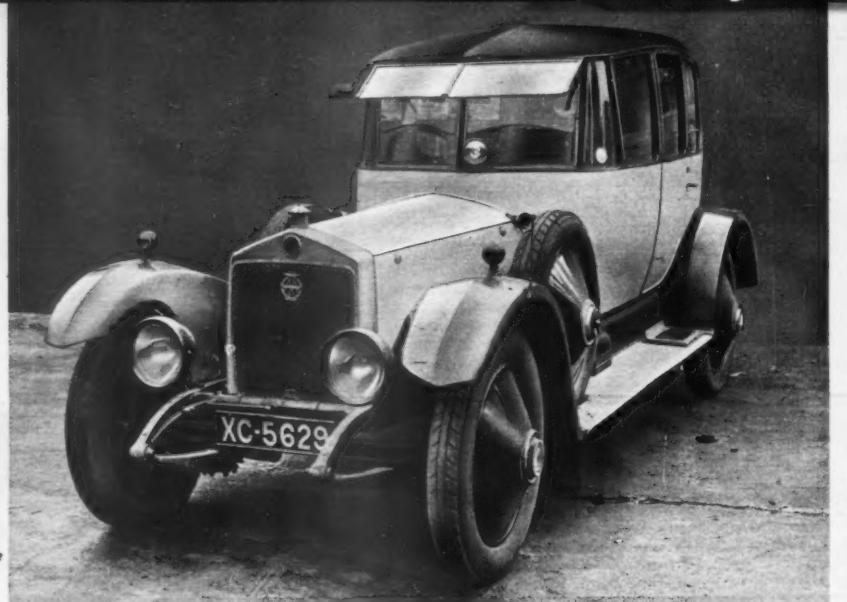
SPECIFICATION	
ENGINE	
Position	Rear, in unit with transmission.
No. of cyls.	2—vertical, air-cooled.
Bore and stroke	58 mm. x 56 mm. (2.28in x 2.20in).
Displacement	293 c.c. (17.88 cu in).
Valve position	Forced two-stroke.
Compression ratio	6.5 : 1.
Max. B.H.P.	17 at 4,800 r.p.m.
Max. B.M.E.P.	711b per sq in at 4,100 r.p.m.
Tank capacity	5½ Imp. gallons.
Battery	12 volt 18 amp hr.
TRANSMISSION	
Speeds: lever position	4 forward; 1 reverse; Floor, central.
Overall ratios	Top 5.16, 3rd 7.30, 2nd 11.19, 1st 20.99.
CHASSIS	
Brakes	Hydraulic: F. I. and T; R. I. and T.
Suspension	F. Independent, coil springs and swing axles. R. Independent, coil springs and swing axles.
Steering	Rack and pinion.
Tyre size	4.40 x 10in.
DIMENSIONS	
Wheelbase	5ft 10in.
Track	F. and R. 3ft 6in.
Overall length	9ft 6in.
Overall width	4ft 2in.
Overall height	4ft 3in.
Ground clearance	10in.
Dry weight	7 cwt 2 qr 11 lb.
Max. laden weight	12 cwt 3 qr 5 lb.

Simplicity and ingenuity at the front; an underneath view of suspension and steering details, showing the forked, swinging half-axes and the method of attaching the inner ends of both track rods to one end of the steering rack





Collector's Piece



With its arched roof, curved side windows and rounded quarter lights, this 1919 Forty Lanchester would have created no less of a stir in its youth than it does today

OME people are content to collect butterflies or matchboxes, but Francis Hutton-Stott will let nothing stand between him and a Berkshire grandfather clock or an early Lanchester. In his Newbury home there are 42 grandfather clocks, three little grandmother clocks and one great-grandfather clock, which stands 10ft 9in high, in the hall; in his garages, a baker's dozen cars, nine of them Lancasters. The ninth was added only recently, and is a six-cylinder over-head camshaft Forty.

This car was on the Lanchester stand at the 1919 Motor Show, and was probably the first of its type ever built. An interesting item in the mechanical specification is its three-speed epicyclic gearbox, with right-hand gate change.

Externally the body, which was the work of the Lanchester Company, dis-

plays much more curvature than was general practice 37 years ago, the deeply domed roof being pronouncedly arched—"15th century perpendicular" in cross-section. All side windows are of curved glass, and there are curved quarter-lights at each side of the V-fronted windscreen.

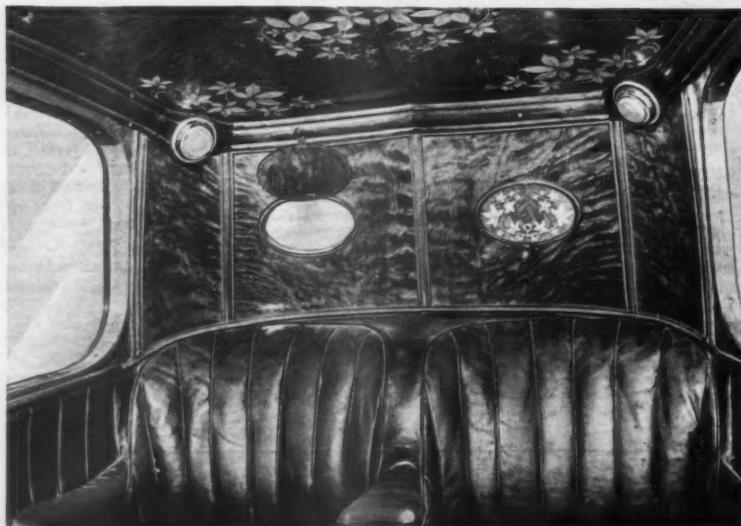
There is only one door on each side, so that the driver and front passenger must walk forward between the two bucket seats, like the pilot and co-pilot of an aeroplane. A fixed armrest divides the rear seats, and black leather is used throughout. Originally a third, swivelling, seat was also fitted in the rear compartment, its occupant thus being able to face which way he or she pleased, depending, no doubt, upon whether the scenery or company demanded the closer attention.

A rare delight is the exquisite walnut marquetry work on the roof and door panels, and even on the hinged flaps covering the discreet little rear windows. Lining such a noble shell—noble, whether or not you like its shape—it seems neither ostentatious nor out of place.

Locked away in a garage for the past 22 years, the Lanchester now takes the road again, and it will seem beautiful to many beholders.

R. B.

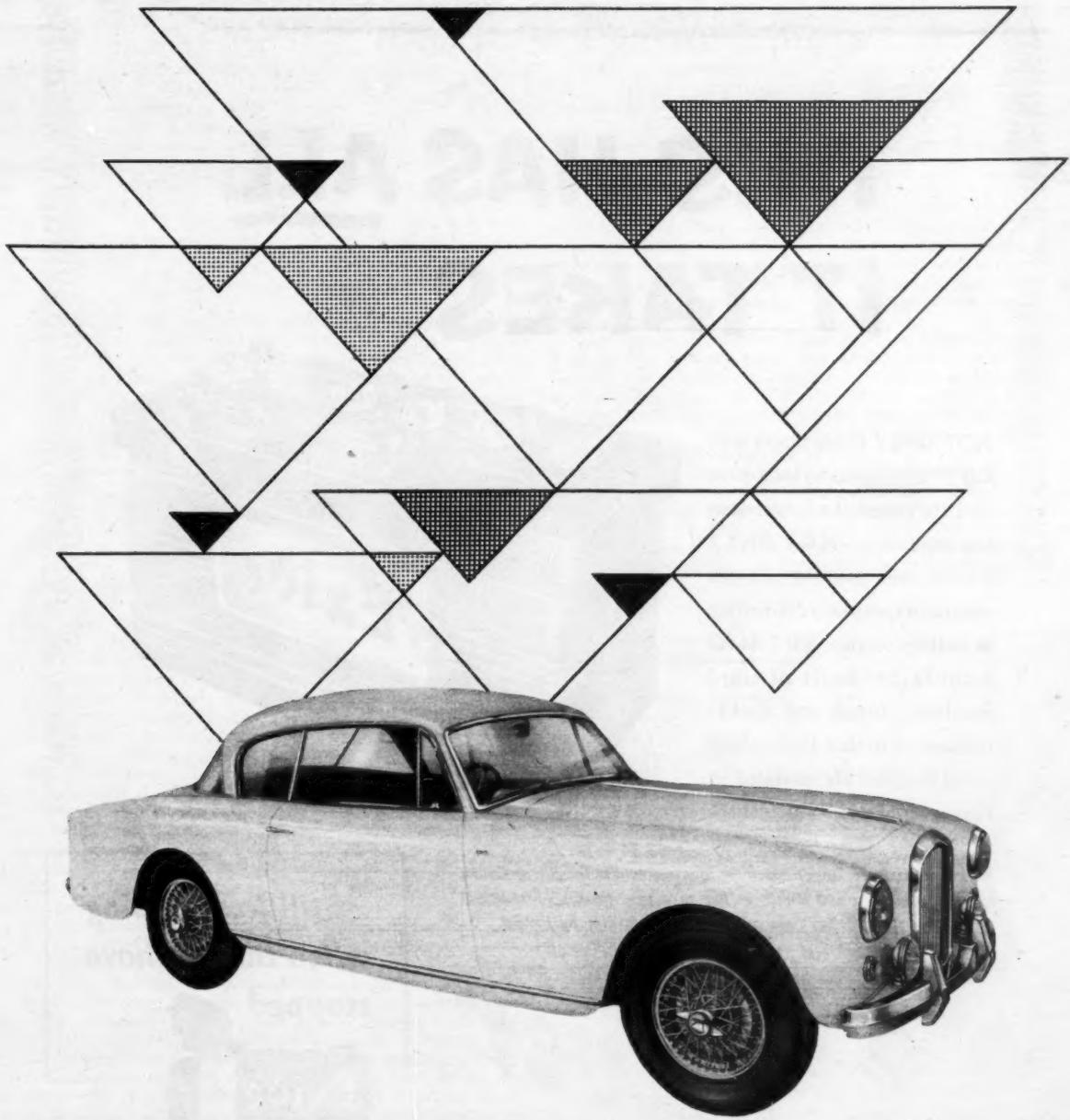
Walnut marquetry panels adorn even the doors. The bucket seats are spaced to allow the driver and front passenger to pass between them, there being only one door to each side



This view, looking upward and forward, gives some idea of the delicacy of the marquetry work and of its perfect state of preservation. The considerable curvature of the roof can also be detected

A fixed armrest divides the rear seats, and inlaid hinged flaps can be lowered to cover the oval portholes. Two of three interior lights are seen here





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" . . . the comfort of the seats puts them in a class by themselves. Rarely can one sit in a car and at once feel integrated with it—an impression which the Graber seating gives."

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DAUPHINE IN CHAMPAGNE COUNTRY

Few Formalities Attend Car Hire in Paris

By SHIRLEY CARPENTER

THE sun was too low yet to reach the narrow Rue des Pyramides, although it was shining on the stone statues of the Tuilleries not far away. Number eleven. No, J. Davy's Paris office was a few doors down the road; Madame came to the glass and wrought iron door of the building and pointed to a travel bureau.

Formalities for borrowing a car in Paris are brief, and if it is intended to cross the French borders, documents will be obtained by the hiring firm. The driver must possess a British driving licence, and fill in an insurance form; Mr. Peter Bailey, Paris branch manager, filled in the *reçu de voiture*, a similar receipt for the car to the English equivalent, but printed in the two languages.

A deposit of £50 is required, but this can be paid in sterling beforehand to the company's London office, as can the first £35 of the hiring charges. Any amount in excess of this must be settled in French francs, of course. The deposit is returned to the client later in London.

The car is fully insured, but for 6s a day the driver can take out an additional insurance which will cover him against loss of the £50 deposit in case of damage. A lot of drivers having a car for, say, 14 days, would consider the extra £4 4s well worth spending.

I was handed the vehicle certificate, with the assurance that failure to produce it in case of incident was likely to lead us quite quickly to the doors of a French prison.

The gentian blue Dauphine was outside, and we started on the trial circuit to the accompaniment of French police threats of *avancez*, for we were in double file. Parking is more difficult here than on the wide *boulevards* but Davy have just completed preparation of the new depot, in a more convenient position on the Avenue de la Grande Armée (83-85), diametrically opposite to the Champs-Elysées, on the far side of the Arc de Triomphe.

Anybody acceptable to the company in England will be lent a car in Paris, and if the driver has already hired over here he need not undergo the round-the-block treatment in Paris. I wanted to try the circuit and to renew acquaintance with the traffic, so we bowled along the Rue de Rivoli, into the swirling Place de la Concorde, and back along the *quai*.

Yes, we were going to enjoy Renault's new 5 c.v. model. It was not yet common on the roads and excited quite a bit of comment; the décor was approved by my crew, particularly the striped blue, white and grey shiny upholstery. Seats, incidentally, are very comfortable. There is room in the back for three people, and a 200-mile journey left the driver without an aching back—a compliment which cannot always be paid to driving positions.

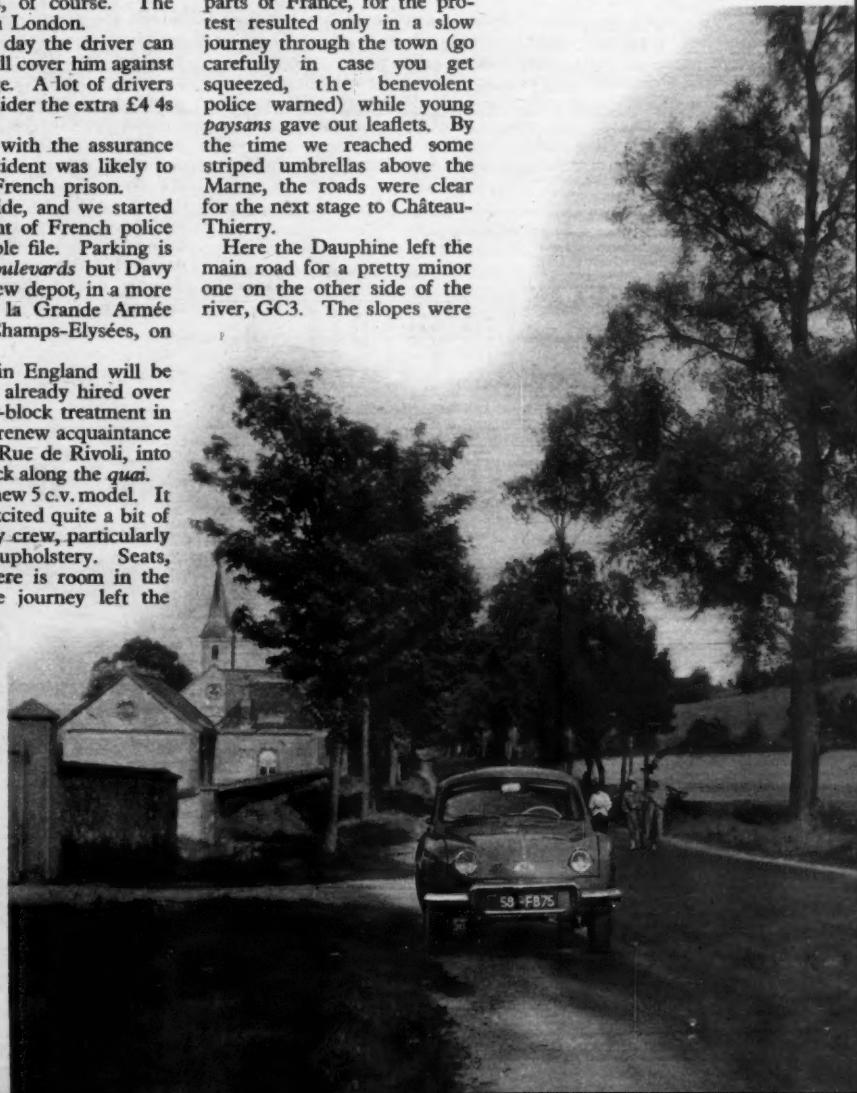
The car has what I consider to be the advantages of smaller models: separate front seats, a central hand-brake and gear lever, and a compact shape coupled with good lock for

manoeuvring. Movement through the three forward gears is pleasing, but seems strange at first because the gate is almost U-shaped instead of the more normal H: first is very near to neutral at the bottom left, and there is a long reach up to second on the top right, while it often seems that third position cannot be "home" because the knob is not low enough.

Good advice from Mr. Bailey took us quickly out of Paris by the one-way *quais*, and we left the Seine at the Gare de Lyon (Boulevard Diderot). It is quite an easy procession along these wide streets, driving mostly in three lanes of traffic and stopped only by lights at the intersections. Cours de Vincennes, Porte de Vincennes . . . and we were on N34 making for Lagny.

One soon leaves Paris behind, and the way from Lagny to Meaux led through narrow side roads. At Meaux we would pick up N3, a tree-bordered *route nationale*. At Meaux, also, we met the peasants who had chosen this Saturday of *Pentecôte* to stage a demonstration manifesting *mécontentement* with the tax treatment they were receiving after an icy winter. We were luckier than motorists in some other parts of France, for the protest resulted only in a slow journey through the town (go carefully in case you get squeezed, the benevolent police warned) while young *paysans* gave out leaflets. By the time we reached some striped umbrellas above the Marne, the roads were clear for the next stage to Château-Thierry.

Here the Dauphine left the main road for a pretty minor one on the other side of the river, GC3. The slopes were



Typical champagne country: shallow slopes allowing sun to beat down and ripen the grapes, and long straight roads such as N3

DAUPHINE IN CHAMPAGNE COUNTRY

pink and white with blossom, the new leaves just reaching lusiness, and the river sparkled in the sun. This *grand chemin* was really very *petit*, and empty, twisting through almost deserted villages in which the only things alive seemed to be cats—much fatter here than in Paris, my passengers assured me. All roads in this district seemed to bear the label *route de champagne*, for it was vineyard country.

Dormans. It was past lunch time, so we parked and by a fortunate accident found the Hotel Demancy. The restaurant overlooked the garden, and had an unusual decoration of panels painted with assorted spaniels' heads, while game and rabbits hung upside down on a realistic fence complete with a much-too-lifelike rat. It seemed right to have chicken with champagne sauce and mushrooms, partnered by some sparkling Vouvray.

The car competently counted off the remaining 25 kilometres of N3 through vineyard-dotted fields to Epernay. The town is distinguished mainly for its *caves de champagne*, and we were told to go round the statue in the Place de la République and find the Avenue de Champagne.

A smell of fermentation met us at the doorway of Moët et Chandon's big, modern building, and a very polite man in a white apron asked if we were English, and would we be pleased to sit down because Miss Campbell would no doubt like to take round English-speaking visitors.

There are fifteen miles of damp and chilly caves in which dust-encrusted bottles stand at various stages of the process. A mixture of white and black grapes is used for champagne.

The grapes are pressed in the autumn, at harvest time, and the liquid or "must" is run off into vats. There it stays while the first fermentation takes place. At the beginning of the following year is the time for blending, which is an operation demanding a high degree of skill on the part of the tasters and ensures that the champagne will be worthy of the cellar's label.

In the spring following harvest it is ready for the first

bottling, and the liquid stands for about three years during the second fermentation. During this period a sediment forms, and we saw rows of bottles *sur pupitre*—on a kind of rack—where they are gradually turned round from an almost horizontal position upside-down to work the sediment skillfully down to the neck. By freezing the mixture and uncorking (known as the *dégorgement*) this sediment can be drawn off.

The mushroom-shaped cork which will some years later make a souvenir for the romantically minded drinker is compressed into the neck and muzzled down. Champagne is at its best five or six years after the pressing, but should not be too old. In the cellars, we saw a large wooden cask presented by Napoleon, and some old bottles, without price, are kept by the firm for sentimental value.

The floor of the cellars sloped down to central drains, because occasionally the carbon dioxide which makes the bubbles will burst bottles during fermentation.

It was Dom Pérignon who first discovered the secret of champagne, one of the arts which the early monks practised with such success. The firm of Moët et Chandon was established in 1743. On the cellar walls, incidentally, we saw a fungus growth, some of which is white; in the old days when workmen cut their hands on the bottles, they would grab this and put it on the wound, not realizing that they were applying penicillin.

We walked upstairs again and sat in a well-furnished room drinking 1949 vintage (a good year) and talking to Miss Campbell. We were surprised to find an interesting Scots-woman handling public relations of a champagne cellar. Afterwards, we emerged into the strong sunlight of a small garden complete with giant tree and rough wooden bridge.

The journey back was a drive into the setting sun which turned the greenness into a warm yellow, and the Dauphine marched very well. It has many affinities with the 4 c.v. Renault, has this model, including the ice-cream spoon operating the light switch, which I stopped to investigate as we drew into Paris at dusk.

Soon we were back at the Rue des Pyramides and the car was no longer our responsibility, for one of the advantages of hiring abroad is that no customs formalities or carnets are involved. The car will meet you at the airport if required to do so, and all arrangements can be made in advance in England. Alternatively, if it is not holiday time, you can walk into the company's Paris depot and demand a car on the spot. But remember that the £50 deposit would then have to be paid out of the travel allowance.

SPECIMEN CHARGES

Tariff 1: 100 kms free travel a day

	Day	Week	4 weeks	Additional Kms
Renault 4 c.v.	£ 2 5 0	£ 15 15 0	£ 57 5 0	d
Renault 5 c.v. (Dauphine)	3 5 0	21 10 0	80 0 0	44
Simca Hardtop Cabriolet	3 11 6	24 10 0	91 10 0	51

Tariff 2: 1,100 kms free travel per week

or 4,500 kms free travel per 4 weeks.

(Additional kms 2½d each for either period)

	Week	4 weeks
Renault 4 c.v.	£ 21 10 0	£ 81 15 0
Renault 5 c.v.	28 15 0	107 5 0
Simca Hardtop Cabriolet	32 15 0	127 15 0

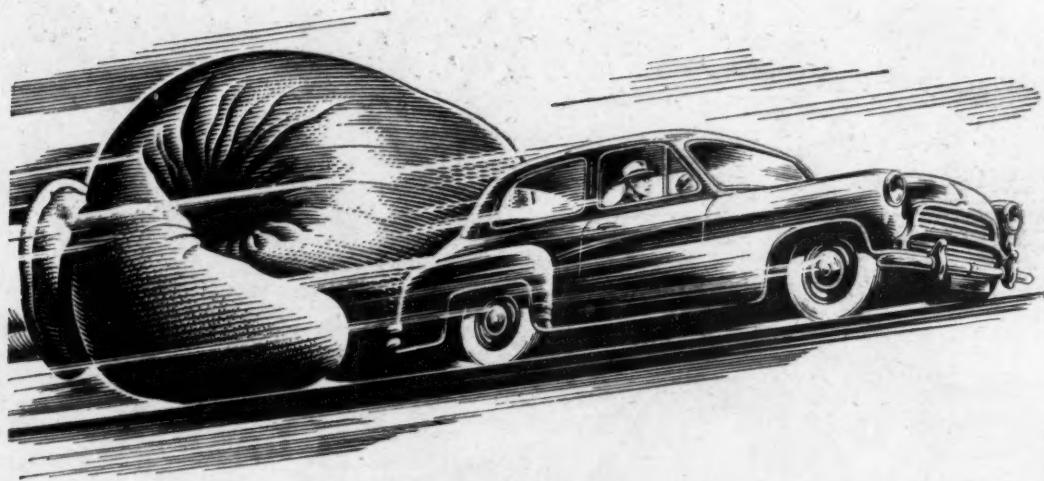
Tariff 3: Unlimited Mileage

	Week	4 weeks
Renault 4 c.v.	£ 28 15 0	£ 112 5 0
Renault 5 c.v.	35 15 0	136 15 0
Simca Hardtop Cabriolet	39 15 0	156 5 0

The hired Renault Dauphine reaches its destination, the champagne cellars of Moët et Chandon at Epernay. Below the modern looking building miles of musty caves hold the bottles in various stages of fermentation



DYNAMIC!



**REGENT T.T.
AND
REGENT BENZOLE MIXTURE
PACK PUNCH!**

REGENT PETROLS, WITH VOLATANE CONTROL, DELIVER FULL-THRUST POWER

True test of a car's performance is to point its nose at the nearest hill. Feel your car zoom to the top on Regent T.T. or Regent Benzole Mixture. Regent Petrols deliver this full-thrust power because:

- * They are the only petrols refined from the world's highest octane crude, Trinidad crude.
- * They have Volatane Control.



Volatane Control gives you maximum engine performance at all speeds.

Instant starting • Fast warm-up • Lightning acceleration • Maximum m.p.g.



THEY'RE BEST — THEY'RE BRITISH!

T.M.22

13

Solex for service throughout the world

A Solex Carburettor, made, fitted and tuned in England, may have to operate anywhere—
at temperatures ranging between +200°F to -60°F and at
heights from Sea Level to 10,000 ft. or more.



You're better off with a Solex because :—

Each phase of its design automatically ensures the correct balance of petrol and air required by different engine demands, BUT you can't get the best out of your Solex if it is worn. Our pamphlet 'Your Carburettor' explains why.

How to obtain a current design Solex carburettor :—

Complete and post the coupon.

If your car is fitted with a post 1936 Solex, we will quote for a reconditioned Solex, guaranteed equal to new and of our latest design, at a special price taking your existing carburettor in part exchange.

If you have a pre-1936 Solex, or another make of carburettor, we will quote for a new Solex of the latest design with an allowance for the old carburettor.

A descriptive leaflet (if published) and a list of Solex Service Stations will accompany our quotation.

Here a Jaguar 2.4 fitted with two Solex down-draught carburettors, is shown negotiating a mountainous road in Switzerland. Solex carburettors give the perfect service and performance necessary in conditions such as these.

the service carburettor



there is a specially designed Solex equipment for nearly all makes of engine.

post this
coupon
to-day

to Solex Limited 223-231 Marylebone Road, London, N.W.1

Please send me your pamphlet 'Your Carburettor', also details of a Solex to suit my car and a list of Solex Service Stations.

NAME _____ CAR _____ b.p. _____ YEAR _____

ADDRESS _____ carb. now fitted _____

A. i.

*Quote letters and numerals on Float Chamber or rim of air intake if a Solex



INN SIGN of The Lamb, at Burford, Oxfordshire, hangs appropriately enough, in Sheep Street. Roses, and an open car, set the summer scene

Correspondence

Road Test Illustrated

Spotting the Background. An additional, and I expect unusual, interest in *The Autocar* Road Tests is identifying the locale of heading photographs. My guess of some recent ones is: Ford Consul at the National Film Theatre, Simca outside east wall of London's County Hall, and Morris Isis overlooking the River Thames at the Waterloo helicopter station. Your staff photographer must like the South Bank.

I wonder if the second Simca picture is at Waterloo Bridge; I am not too sure about that one.

P. MAPLES.
London, N.W.6.

[All the guesses are correct. Many cars are photographed out of London, but as staff photographers are not carried in the cars while on test, the scenic areas of the South Bank are one of several substitutes for the open spaces, to be found conveniently near the Editorial offices.—ED.]

All-British Vanwall?

Italian Components Regretted. It was somewhat disturbing to read in Peter Garnier's report (The Sport, July 20) that the Vanwalls have tanks of Italian manufacture, particularly as I understand that Italian flexible fuel and/or oil pipes were fitted to last year's cars, and may even be part of the 1956 team's equipment. One wonders how many other bits and pieces have been supplied from abroad and fitted to cars which, in my

Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

ignorance, I had always thought to be entirely British in design and manufacture.

We have no right to criticise the policy of Mr. Vandervell and his staff, for obvious reasons, but how much nicer it would be for a Vanwall to win a Grand Prix in the not too distant future, knowing that it was of all-British construction.

London, N.14.

PRO PATRIA.

British, and Good

He'll Buy Another Vanguard. Some song contains the words "Just give me the facts," and facts, as is well known, speak louder than words. Here are the facts. I have been the proud and enthusiastic owner of three Standard Vanguards—a 1949, 1950, and at present a 1952 model. The mileages covered in each car are 23,898, 27,466, and at the time of writing 42,712 respectively. The first model was sold to a taxi driver who completed a further 30,000-odd miles before selling, and the third owner has now done a further 20,000-odd miles and reckons it a wonderful car.

Each car has given me absolutely reliable service, economical fuel consumption of about 25 m.p.g., and very fair wear on tyres —my present set covered 20,000 miles before needing retreading, and this should give me about 10,000 more before complete renewal of tyres is required.

These Vanguards have exceptionally good ground clearance, heaps of power, roominess and stout bodies, all at a fair price

Correspondence

considering present economic conditions, controls and the like. I am an accountant and auditor by profession, and my work takes me on foul roads, to quarries, over mountains, and on quick and numerous business trips, very often of 200-300 miles upwards. In short my car earns a living for me, yet is the family runabout, even to the extent of carrying stones, boxes and similar loads. Repairs? Of course, I have repairs, but the only major ones have been the replacement of a ring gear on the '49 model, one decarbonizing and replacement of a ring gear on the '52 car.

Surely no greater tribute can be paid to British workmanship and Standard's engineering ability than the fact that my next car will be another Vanguard—not at the moment, as my present one is worth at least 75,000 miles.

Dundee, South Africa.

R. NEVILLE SMITH.

Steering Column Change

Praise for Fiat 1100. Your Australian correspondent Mr. Rowland (July 20) and other correspondents on the subject of steering column gear changes have concluded that it is not possible to have a satisfactory steering column gear change for a four ratio box. Have they tried the Fiat 1100? This change lever has positive feel, very little backlash and a total movement arc from 1st and 3rd speeds to 2nd and 4th speeds of less than 50 deg. All gears can be selected easily and quickly, making changing a delight.

Foxrock, Co. Dublin.

D. CARROLL.

"New Minor"

Without a Buzz Box? I am sure that the letter from Mr. C. J. Collins (July 20) regarding the Morris Minor must have been read with agreement by many people. Whether the full 42 b.h.p. of the A.40 engine is really necessary is a moot point. Would not the ideal be a new, over-square engine of about 1,050 c.c. to develop, say, 35 b.h.p. and at a revolution rate well within the engine's ability to maintain? Many of my friends seem to want a car with the roadability of the Morris that will keep up a cruising speed of 55 m.p.h., and without a buzz box under the bonnet.

I would also suggest cushion tyres of larger section, wrap-round rear window and a lower bonnet line.

London, S.E.26.

E. A. MALLIN.

Engine at the Back

Evidence of Economy Run Cited. I find it difficult to reconcile correspondent Lingard's comments regarding the stability of rear-engined cars (June 22) with the results of the Mobilgas Economy Run, Production Cars, 1,001 to 1,600 c.c. class, given in the same issue.

One wonders what manner of men were able, in spite of "appalling weather conditions" and in cars that "tend to swing round on wet roads," to win six of the first eight positions, four without penalty. One wonders, also, why only one of the first eight and only seven of the sixteen cars listed in the class, were of British manufacture.

Los Angeles, California.

W. E. LISTENWALTER.

Roadworthiness Tests

More Australian Opinion. R. J. Harvey comments (July 13) upon compulsory tests before re-registration. This is a "must" in the Australian capital territory (Canberra) where road traffic ordinances are under the control of the Commonwealth Department of the Interior.

The procedure for re-registration is as follows:—

Attend your local insurance office and pay the £4 10s-odd third party insurance, for which you receive a receipt in triplicate. If you have changed the colour, shape or other superficial features of the car, or if the previous registration was outside the A.C.T., go to the Department of the Interior weighbridge and obtain a weight docket (on the way from the insurance office to the weighbridge call at a friend's place and remove spare wheel, tools, jack, back seat and squab, car radio and empty beer bottles—they are taxable weight if left in the car. After weighing pick them up again, selling the empties on the way).

At the motor registration branch you produce your old registration form, third party insurance receipt for the next six or 12 months (as the case may be) and weighbridge docket (if any). The clerk will then pin to these a pink form upon which is entered car number and all "vital statistics," together with a blank questionnaire. If unlucky, you then pin a queue for "Mac" and his assistants.

("Mac" is the senior testing officer and a well-known Canberra identity.) When your turn comes "Mac" or one of his henchmen arms himself with an inertia machine, goes with you to the car, checks engine and chassis numbers, silencer, rear lights, stop lights, door fastenings, tyres, rear vision mirror, dip switch, horn, windscreen wipers, trafficators (if any) and steering back-lash.

Then you take him out on the test track which includes a small hill. Going down the hill you have to pull up with the hand brake only. Then, on a measured length of road, with painted bars across it, you have to accelerate to 30 m.p.h. and BRAKE! The inertia machine is in operation, and 50 per cent or less will disqualify. Finally you put the nose of the car into a small shed, where focus and elevation of head lamps on full and half beam are tested.

Return again to the branch. If your car has passed the minimum, "Mac" will sign your slip and the registration is yours. If not, he will say: "Fix your brakes," or whatever else is under par, "and come back. Deferred!"

This costs nothing, but there is not the slightest possibility of evasion. The whole proceedings take about 30 minutes.

Thus all cars registered or re-registered in Commonwealth-controlled territory must pass a compulsory, free, roadworthiness test at least once every twelve months. As this represents an expert check of the condition of the vehicle, any complaints about the inconvenience are usually very half-hearted.

Sutton Coldfield, Warwickshire.

H. N. WALKER.

The Squeaker

Austin Owner Seeks Advice. In October, 1953, I purchased a new A.30. Since then I have been troubled with a squeak, which originates from the front near-side of the car. This noise is always louder when the road surface is rougher. I have had all moving parts on the front nearside extra greased, also the coil and independent springs oiled, but the wretched noise persists. An Austin garage informed me that this squeak is present with nearly all the 1953 model A.30's. I wonder if any reader could help me to eradicate this most annoying noise, which takes much of the pleasure out of driving this excellent car.

Chesham, Buckinghamshire.

DENIS SCOFFIN.

[Letters will be forwarded.—Ed.]

Warning from Norway

No Insurance, No Number Plates. I think that all readers of *The Autocar* should be conversant with one aspect of Norwegian law. For anyone bringing a car to this country, permanently, or for six months or so like myself, if third party insurance runs out and, for some reason, like lack of money, he decides not to insure the car for, say, one month, he must remove the number-plates and give them to the police. If this is not done he has to pay insurance for the time he has not used the car.

I have just been caught that way and have had to waste 68 Kroner (£3 8s), which is what it costs to insure a Volkswagen for one month. But suppose it had been a Rolls for six months!

S. J. L. SPICER.

Petrol Economy

25 m.p.g. with Austin A.70. In common with Robert A. Iddon (July 13) I disconnected the accelerator pump linkage on my 1952 A.70, which resulted in an improved petrol consumption, but also in flat spots on acceleration. I have now achieved a consumption of just over 25 m.p.g. by replacing the accelerator pump linkage, using the lower hole in the throttle lever, and also replacing the main jet (size 100) by a size 90.

Jersey, Channel Islands.

A. K. JACKSON.

DO YOU KNOW THE LAW?

THE DRIVER OF ANY VEHICLE MUST GIVE PRIORITY TO PEDESTRIANS ACTUALLY ON A CROSSING NOT CONTROLLED BY A POLICEMAN.

PEDESTRIANS MUST NOT REMAIN ON A CROSSING LONGER THAN NECESSARY TO WALK ACROSS

IF THERE IS A CENTRAL REFUGE OR DIVIDING BOLLARDS EACH HALF OF THE CROSSING SHALL BE TREATED AS A SEPARATE CROSSING



LE MANS 24 HOUR

1st JAGUAR

R. Flockhart N. Sanderson

2,507.25 miles at 104.46 m.p.h. average

Also winners of 3,000 to 3,500 c.c. class

2nd ASTON MARTIN

S. MOSS
P. COLLINS

Also winners of 2,000 to 3,000 c.c. class

4th JAGUAR

J. SWATERS
M. ROUSSELLE

6th JAGUAR

M. HAWTHORN
I. BUEB

Also fastest lap 115.81 m.p.h.

7th LOTUS

R. BICKNELL
P. JOPP

Also winners of 750 to 1,100 c.c. class

8th COOPER

J. HUGUS
J. BENTLEY

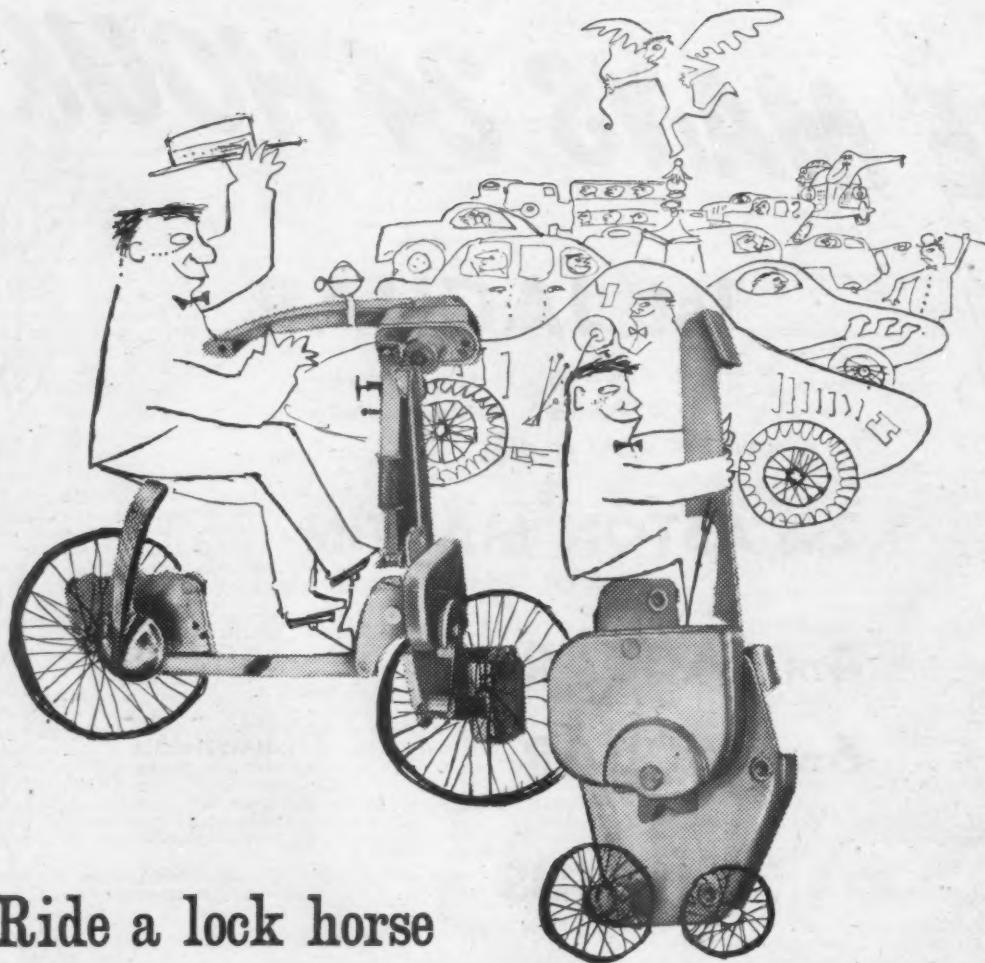


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LUCAS
COIL IGNITION, LIGHTING &
ELECTRICAL
EQUIPMENT

(Results
subject
to official
confirmation)

JOSEPH LUCAS LTD . BIRMINGHAM 19



Ride a lock horse

That Wilmot Breeden provide motorists with keys is well known. We can't leave it at that. What about locks?

Now, locks are important. Not more important than the cars they belong to (as our picture might suggest), but components carrying so much individual responsibility that a good car with inefficient locks is a contradiction in terms.

Locking mechanisms are a speciality of Wilmot Breeden: locks rotor-latching, cam-latching and bolt-latching . . . locks double-locking, self-cancelling, child-proof . . . locks for counterpoised boot lids . . . glove compartment locks . . . petrol cap locks . . . ignition locks . . .

Add this particular skill and study to the production of bumpers by the hundred thousand, radiator grilles, steering wheels, handles, window regulators . . . and you arrive at a large, interesting fact . . .

virtually every British car on the roads today owes some part to Wilmot Breeden.

WILMOT BREEDEN ARE AT BIRMINGHAM:
ALSO AT LONDON, MANCHESTER, BRIDGWATER, GLASGOW, MELBOURNE & TORONTO.

SIMPLE FAULT FINDING

A Sequence for Detecting

Failure on the Road

THE object of this article is to give a simple and practical sequence for locating the cause of engine failure; it does not concern itself with an engine which is running badly, perhaps firing on only two or three cylinders, since it is usually possible under such conditions to limp to a garage.

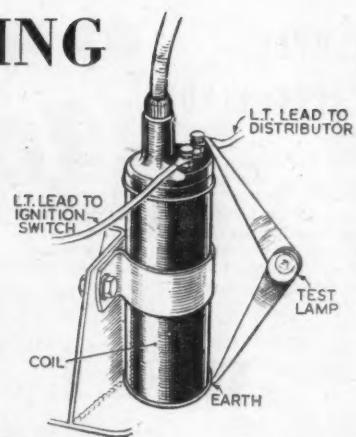
Complete and sudden failure of a car engine most frequently results from two main causes: 1, Ignition Failure; 2, Carburation Stoppage.

Apparatus required: 1, Spare, clean sparking plug (tested by garage); 2, Small flashlight type of bulb of the same voltage as the car battery, screwed into a Woolworth M.E.S. holder, with two test prongs.

can rule out carburation trouble and start locating the ignition fault as follows:

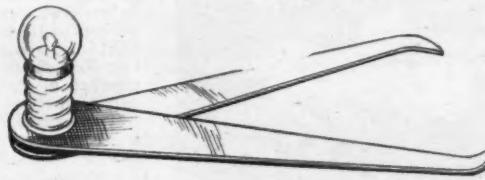
Make sure that your test bulb is well screwed into the M.E.S. holder on your Woolworth tester. Place one prong of the tester on the terminal at the side of the distributor unit and earth the other prong on a clean metal part of the car or engine, free from paint or oil. Switch on the ignition and turn the engine over with the starting handle. On non-faulty ignition, the lamp should alternately light up and go out as the engine is turned over.

If the test lamp stays on all the time this indicates definitely that the points are not closing properly or that oil or some insulating dirt may have become lodged



Testing to see if the lead from the coil to the contact-breaker is intact

M.E.S. holder complete with flash-lamp bulb screwed into the apex. The prongs act as electrical conductors



METHOD

When Engine Stops Completely: Disconnect one high tension lead from one plug and connect it to the spare plug, which should be laid with the screw-thread portion earthed on some metallic part of the car free from paint or heavy dirt, care being taken to see that the insulated terminal is not also touching any metal part of the car.

With the ignition switched on, turn the engine over with the starting handle (as long as you have one!). If a reasonable spark can be seen, or heard, at the plug points, then you can completely rule out ignition trouble and look to the carburetor.

If, however, no spark can be seen or heard (in sunlight you may not always be able to see the spark, but a sharp crackling noise indicates a good spark) then you

between them. After adjusting or cleaning, the trouble will be cured.

If the lamp will not light at all when the engine is turned over it indicates that the points may not be opening properly, that the battery is faulty or that the condenser may have broken down and short-circuited the points. The latter fault is rare, but if it occurs you may be able to get the ignition to work by disconnecting the little tag lead on the condenser which connects it to one of the contact points; but a replacement should be obtained at the first opportunity. Before suspecting the condenser make sure that the thin low-tension lead from the coil to the distributor terminal is not broken within the insulation.

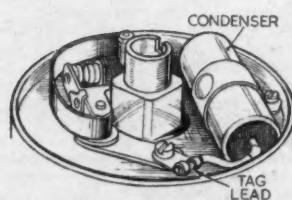
Test for this by placing one prong of the test lamp on the terminal at the coil

end of this lead; connect the other prong to a clean metal part of the car free from paint or oil. Switch the ignition on. If the lamp lights up and stays alight then a new lead between the terminal on the coil and the terminal on the distributor will cure your trouble.

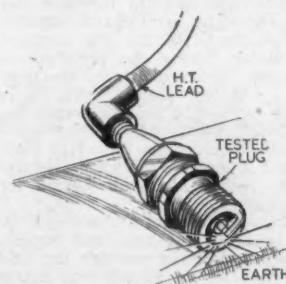
This is not an uncommon cause of ignition failure and sometimes may be the result of loose terminals.

If, however, the lamp fails to light at all on this test, then your trouble may be in the coil and there is not much that you can do; before abandoning the car make sure that the battery is O.K. by sounding the horn. Finally, if the horn works loudly, place your test prong on the terminal on the coil which carries the lead from the ignition switch; earth the other prong on a clean paint-free section of the car. If the test bulb fails to light, your trouble is situated in either the ignition switch or the leads from the switch to the battery or coil.

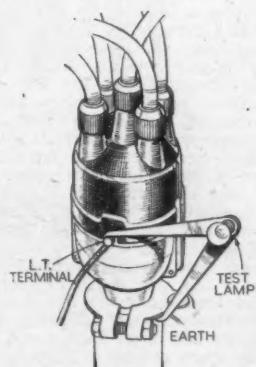
Your best road-side repair in such cases would be temporarily to connect a lead direct from the battery to the coil, short-circuiting the ignition switch. This will get you home—but don't forget to disconnect this lead immediately you arrive at



If the condenser is short-circuited it may be possible to restore the ignition in emergency by disconnecting the tag lead



Simple test for ignition at the plug points, the metallic body earthing through the cylinder head upon which it is placed



With the test lamp connected like this, satisfactory ignition will light the lamp and extinguish it again as the engine is turned over

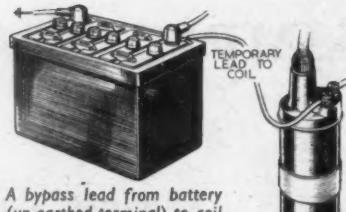
SIMPLE FAULT FINDING . . .

your destination, to stop the engine and prevent running down the battery and possibly damaging the coil. Carburettors vary so much in detail that individual fault-finding details are beyond the scope of this article, but there are elementary steps that one can take to eliminate some of the more common faults.

Make sure that there is petrol in the tank—this can be heard swishing about when the car is rocked. Check that it is being delivered to the float chamber by the petrol pump, and if an upper cylinder lubricant is added to the petrol or provided by a dispenser, ensure that the carburettor is getting adequate pure petrol and not too much lubricant.

Clean the carburettor jets, as indicated in the car manual.

Check that the strangler, choke or other cold-start enriching device is not shaken or stuck on the "rich" position, and that the linkage between accelerator pedal and carburettor has not become disconnected.



A bypass lead from battery (un-earthed terminal) to coil may make a temporary remedy for a wiring fault. Remove it at the end of the journey

WELL DONE, B.R.S.C.C.

First-class Brands Hatch Meeting Triumphs Over Bad Weather



Reg Bicknell, whose driving of his 1½-litre Lotus-Climax was one of the outstanding features of a fine afternoon's sport, acknowledges the spectators' plaudits after winning the Television Trophy

LAST Monday's meeting was the best yet at Brands, despite torrential rain which at one time threatened to stop the fun by flooding the course.

Formula 3 exponents ran two 16-lap heats and a 24-lap final. In the first heat Jim Russell (Cooper) led throughout whilst places were being swapped with great frequency astern of him, the surface being like an ice-rink under pelting rain. Tom Bridger chased him with such fury during the closing laps, however, that he was less than a car's length behind over the finishing line. The second heat was closely fought between Stuart Lewis-Evans, George Wicken and Ivor Bueb. Lewis-Evans led from Wicken for four laps, then at half-distance Bueb, lying third, began to retrieve seconds a lap to pass first Lewis-Evans on lap 13 and Wicken on the penultimate round. The final was less thrilling; Russell led from Lewis-Evans after the fourth lap (Wicken having retired), Bueb thereupon moved up to third, and they finished in the same order, with Bridger in strong pursuit. This was the third successive year that Russell had won this race.

Mike Hawthorn was a surprise starter for the first heat of the Television Trophy Race for sports cars up to 1,500 c.c. The event comprised two 15-lap heats and a 20-lap final. The weather had now temporarily cleared, and the opening laps witnessed a terrific battle between Taylor's 1,500 c.c. Cooper-Climax, McDowell's 1,100 c.c. Cooper-Climax and Hawthorn's

1,290 c.c. Lotus-Climax. Taylor led for six laps, Hawthorn having passed McDowell's smaller-engined car during the third, then McDowell overtook Taylor on lap 7, and meanwhile Brabham (Cooper-Climax 1,500) had crept up on McDowell, overtaking him during lap 11. And so they finished—a heat first for Hawthorn at his maiden appearance at Brands and a particularly fine exhibition of driving by Brabham, McDowell and Taylor. The second heat quickly settled into a battle between Bueb (1,500 Cooper) and Chapman (1,500 Lotus), with Leston and Salvadori in Coopers hard in their spray.

Chapman spun at Druids on the fifth lap and worked back to fourth before side-slipping as he left Paddock bend on the twelfth lap. His car was damaged in a collision during the performance. On the same lap Salvadori did a spectacular spin on the exit from Druids, finally becoming embedded in the protecting bank at the marshal's post at the bottom of the hill. For the last three laps Bueb was ahead followed by Wicken (Halsey-Lee) who had tussled with Leston for second position.

Bicknell's handling of the works 1,500 Lotus-Climax in the final was superb. He moved steadily up through the field from sixth place on the opening lap to lead from Brabham on the twelfth, and his controlled slides as he swept into the Bottom Straight were masterly. Hawthorn lacked the power of the larger cars and never really came into the picture.

There was a fine scrap further back in the field for sixth place, in which McDowell narrowly defeated Leston's 1,100 Cooper-Climax.

The 15-lap race for sports cars over 1,900 c.c. provided the expected victory for Scott-Brown in the Lister-Maserati; he was challenged only briefly by Graham Whitehead's Aston Martin DB3S. Hans Davids (also in a DB3S) and N. Cunningham-Reid (Lister-Bristol) became involved together at Paddock, but with damage only to the cars.

The formula 2 race of 16 laps provided a second win for the new single-seater Cooper, Salvadori up. Once again Bicknell showed great prowess on the patchy course, but Hawthorn, after several attempts to slip by people at Kidney Bend, had a slight skirmish which put Bueb out of the race.

In the series production sports car race Ken Rudd jumped into the lead in his Bristol-engined A.C., gradually built up an advantage in this 24-lap race and won easily by 23sec. Shale's Austin-Healey was equally steady, to finish second in front of Green in a similar car. In fourth place, after a truly fine drive, was Laverton in his Mark VI Lotus. Driving a Lotus Eleven Club model, Graham Hill was black-flagged for sliding three times out of the downhill corner from Druids—not wild driving, merely exuberance; he made wonderful recoveries, and did not deserve unkind comments given over the public-address system.

Scott-Brown Record

The course was drying fast as the real racing cars (*formule libre*) tackled this, for them, very tricky circuit. Scott-Brown (Connaught) quickly went into the lead in the first part and despite trouble with wheelspin, he made no errors. After 12 laps, he had established a 22sec lead over Leston in the second works Connaught, which was followed closely for a long time by Holt in an early 2-litre formula 2 model of the same make. Salvadori in the new formula 2 Cooper eventually made third place in front of Paul Emery in his Emeryson Special.

The second half of this race found the first three finishers placed as before, with the difference that the formula 2 Cooper was now driven by Brabham, Salvadori having left to have his broken ribs fixed. Scott-Brown gave a further display of his prowess on this type of circuit, setting up a new lap record for the class

SUCCESS FROM THE WORD GO



BP SUPER PLUS

100-OCTANE PETROL

**BRANDS HATCH
INTERNATIONAL MEETING**

SERIES PRODUCTION SPORTS CAR RACE

1ST A. C. ACE

K. RUDD

OVER 1900 c.c. SPORTS CAR RACE

**1ST LISTER—MASERATI
W. A. SCOTT-BROWN**

(Subject to official confirmation)



ALSO USING BP ENERGOL

SIX FIRSTS

VANDERVELL

1951

JAGUAR

1952

MERCEDES-BENZ

1953

JAGUAR

1954

FERRARI

1955

JAGUAR

1956
JAGUAR

ATLE MANS BEARINGS

fitted as original equipment
by 80% of the car and truck
manufacturers in Europe

*

**REPLACE YOUR BEARINGS
WITH**

SEE YOU  GET THEM

**drive
with new
confidence -
fit
INDIA
tubeless
on the
front**

THIS is where a flat tyre can endanger your steering. But your India Tubeless tyre stands up firmly—even with a nail in it! No flats! No delays! No "wondering if..." Of course, it's best to fit India Tubeless all round—they're the same price as tyres-with-tubes—but at least fit them on the front and drive with new confidence.



BRANDS HATCH . . .

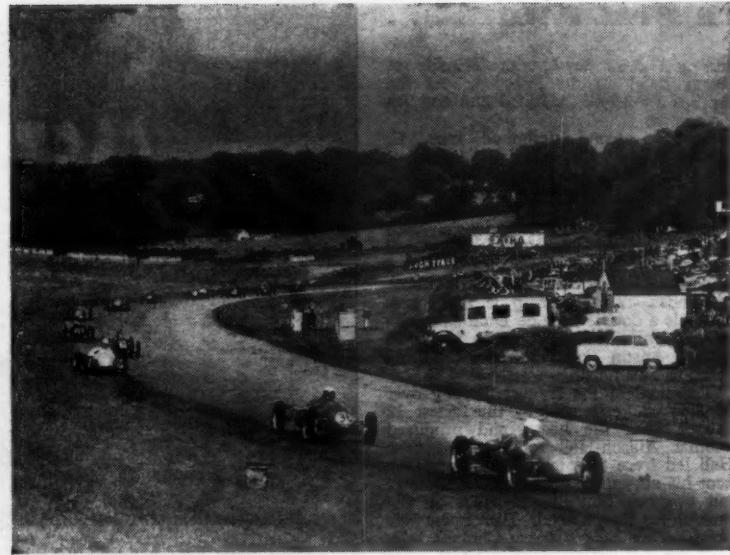
in the process. Times for the two parts of the *formule libre* race were cumulative, which left the first three in *status quo*, but Emery's margin over Brabham in the first part was greater than Brabham's over Emery in the second, so that Emery collected fourth place by .2sec.

The High and the Mighty

The weather was now at its worst and the torrential downpour, accompanied by hail, held up racing for half-an-hour as the course was flooded. N. Arnold-Forster (1903 Panhard) and S. Lewis-Evans (1911 A.C. Tri-car) receiving two laps start, chugged away first, followed by a magnificent 1911 Renault limousine and a 1914 open four-seater Studebaker. The limit men were Clutton in his 12-litre Itala and Fitzpatrick in the 21-litre *Métallurgique*, but in spite of their capacity they had to give way to the more "modern" 1914, 3.2-litre T.T. Sunbeam driven by Sir Francis Samuelson, who passed Laurence Pomeroy's handsome white 1914 Prince Henry Vauxhall on the last lap to win. Our own Ron Barker in the 1908 T.T. Hutton finished third. In accordance with custom all competitors received a magnum of champagne; Clutton's Itala suffered the indignity of requiring the breakdown tender after crossing the line.

PROVISIONAL RESULTS

Formula 3 race: Heat 1 (16 laps): 1. Cooper-Norton (J. Russell), 19min 44.6sec, 60.29 m.p.h.; 2. Cooper-Norton (T. Bridger); 3. Cooper-Norton (H. C. Taylor). **Fastest lap:** 1. Bridger, 65.41 m.p.h.; 2. Cooper-Norton (G. Wicken); 3. Cooper-Norton (S. Lewis-Evans). **Fastest lap:** 1. Bueb, 68.47 m.p.h. **Final (24 laps):** 1. Cooper-Norton (J. Russell), 24min 58.8sec, 71.48 m.p.h.; 2. Cooper-Norton (S. Lewis-Evans); 3. Cooper-Norton (D. Taylor), 24min 59.0sec, 71.49 m.p.h. **Television Trophy Race, for B.R.S.C.C. 1,500 c.c. sports car championship, Heat 1 (15 laps):** 1. Lotus-Climax 1,290 (J. M. Haworth), 17min 28sec, 63.89 m.p.h.; 2. Cooper-Climax 1,460 (J. Brabham); 3. Cooper-Climax 1,097 (M. McDowell). **Fastest lap:** J. Brabham, 66.25 m.p.h.



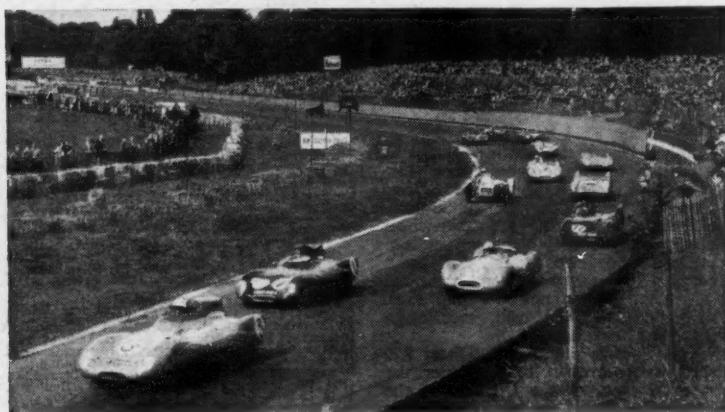
An opening lap picture of the final of the formula 3 race. Stuart Lewis-Evans and George Wicken have already passed, Jim Russell (1) is lying third and Ivor Bueb (36) fourth. Russell took the lead during the fourth of 24 laps, and held it to the finish

Heat 2: 1. Cooper-Climax 1,460 (I. Bueb), 17min 47.6sec, 62.72 m.p.h.; 2. Halsey-Climax 1,097 (E. Brandon); 3. Cooper-Climax 1,097 (L. Leston). **Fastest lap:** Cooper-Climax 1,460 (R. Salvadori) and Bueb, 65.07 m.p.h. **Final (20 laps):** 1. Lotus-Climax 1,460 (R. Bicknell), 20min 43.6sec; 71.79 m.p.h.; 2. Cooper-Climax 1,460 (J. Brabham); 3. Cooper-Climax 1,460 (D. Taylor). **Fastest lap:** R. Bicknell, 65.35 m.p.h. **Over 1,000 c.c. sports car record:** **Formula Libre race, Part 1 (14 laps):** 1. Connaught 2,471 (W. A. Scott-Brown), 12min 29.4sec, 71.48 m.p.h.; 2. Connaught 2,471 (L. Leston); 3. Cooper (formula 2) 1,460 (R. Salvadori). **Fastest lap:** W. A. Scott-Brown, 72.94 m.p.h. **Part 2 (10 laps):** 1. Connaught 2,471 (W. A. Scott-Brown), 12min 9.2sec, 73.46 m.p.h.; 2. Connaught 2,471 (L. Leston); 3. Cooper (formula 2) 1,460 (J. Brabham). **Fastest lap:** W. A. Scott-Brown, 74.9 m.p.h. **(formule libre race record).** Aggregate finishing positions: 1. W. A. Scott-Brown, 24min 38.6sec; 2. L. Leston, 25min 56.8sec; 3. R. Salvadori and J. Brabham, 25min 56.8sec. **Veteran and Edwardian handicap (5 laps):** 1. 1914 Sunbeam 3,115 (S. H. F. S. Scott-Brown); 2. 1908 Vauxhall 4,000 (L. Pomeroy), 45sec; 3. 1908 Hutton 5,760 (R. Barker), 45sec. **Fastest lap:** Sir F. H. B. Samuelson, 48.64 m.p.h. **Series production sports car race (4 laps):** 1. A.C.-Bristol 1,991 (K. Rudd), 29min 41sec, 61.62 m.p.h.; 2. Austin-Healey 2,660 (D. S. Shale); 3. Austin-Healey 2,660 (R. C. Green). **Fastest lap:** Lotus-Ford 1,172 (G. Hill) and K. Rudd, 62.35 m.p.h. **Over 1,000 c.c. sports car race (15 laps):** 1. Lister-Maserati 1,985 (W. A. Scott-Brown), 16min 35.2sec; 2. 67.28 m.p.h.; 2. Lister-Maserati (G. Whitehead), 17.10; 3. Tojeiro-Bristol 1,991 (P. H. Crabb). **Fastest lap:** W. A. Scott-Brown, 70.65 m.p.h. **Formula 2 race (16 laps):** 1. Cooper (formula 2) 1,460 (R. Salvadori), 16min 47.8sec, 70.87 m.p.h.; 2. Lotus-Climax 1,460 (R. Bicknell); 3. Cooper-Climax 1,460 (D. Taylor). **Fastest lap:** R. Bicknell, 73.16 m.p.h.

CRYSTAL PALACE

ENTRY list for the B.A.R.C. meeting at Crystal Palace on Monday was far from strong, but the South London circuit lived up to its reputation for close racing and the crowd—smaller than usual—was quick to show its appreciation of skill and determination.

All eight events were for sports cars, the main race being the August Trophy for unsupercharged 1,100 c.c. machines, run in two heats and final. The circuit was wet from the morning downpour as Keith Hall and Cliff Allison joined battle in heat 1, both Lotus-Climax mounted.



The field enters Ramp Bend on the first lap of the August Trophy final, with Keith Hall (Lotus-Climax)—the eventual winner—in the lead

Speedway rider Ronnie Moore (Cooper-Climax) showed early promise, lying second on lap 1, but fell back to fourth place, which he held to the end of the ten laps. Meanwhile Allison led with Hall closing steadily, and on lap 8 Hall went into the lead at North Tower Crescent to win by 0.2 sec, with P. J. S. Lumsden (Lotus-Climax) 7 seconds away in third place.

Heat two was dull by comparison—W. H. Ellis (Lotus-Climax) led throughout and M. Zervudachi, newly arrived from Egypt, held second station with his blue Lotus-Climax. A. Owen (Cooper-Climax) was third.

Mrs. Jean Bloxam's DB2 Aston Martin was too sick to start in the ladies' handicap, but with Gelberg's M.G. Magnette saloon and a generous re-handicap, she romped away with the event from the limit mark. Twelve seconds later, Miss Hazel Dunham (M.G. A) and Miss Gillian Spooner (Triumph TR2) tore for the line together, the TR2 just failing to make up a 10 sec deficit.

In the two seven-lap races for unlimited capacity cars which followed, the 1,100s were able to try their mettle against the larger cars. In the first, E. Protheroe's Tojeiro-Jaguar—the fastest car in practice—outpaced T. T. Kyffin's DB3S Aston Martin to win by 4.6 sec. On Lap 3, J. M. Trimble in an ex-Ecurie Ecosse C-type Jaguar passed A. Stacey (Lotus-Climax) and Allison (Lotus-Climax) to take third place, although Stacey contested the issue to the bitter

CRYSTAL PALACE . . .

end and drew level with Trimble at Ramp Bend on the last lap. At the finish, only 2.2sec separated 2nd and 7th place men.

In the second unlimited race, C. Bristow's fast M.G. Special disposed of the A.C. Aceca of J. Patten and the A.C. Ace of B. Ferrari. Fourth man home was E. J. Snusher, whose E.J.S. Climax has a most interesting front suspension with lower wishbones sharing a common coil spring in tension, supplemented by a transverse leaf spring above the upper wishbones. Workmanship is first class. There is a double tube de Dion axle with inboard drum brakes. A. M. R. Mallock's spartan Austin Ford showed astonishing speed to finish sixth.

The final of the August Trophy over 15 laps was contested by the fastest 12 overall from the heats, and produced another Allison-Hall scrap. This time Hall led from the start and although he kept his advantage to the end, Allison all but overtook him several times on the braking for Ramp Bend. Excitement was provided by Ellis (Cooper-Climax), who spun in front of the leaders on the run down to the finish. The necessary avoiding action was taken and Keith Hall, from Newcastle, won a well-deserved victory by 1 sec.

RESULTS (lap distance 1.30 miles)

August Trophy race for sports cars up to 1.100 c.c. Heat 1 (8 laps): 1. Lotus-Climax 1.098 (K. Hall), 12min 6sec. 68.93 m.p.h.; 2. Lotus-Climax 1.096 (C. Allison), 12min 6.2sec.; 3. Lotus-Climax 1.098 (P. J. S. Lumden), 12min 15.2sec. **Fastest lap:** C. Allison, 1min 10.6sec. 70.88 m.p.h. **Heat 2 (10 laps):** 1. Lotus-Climax 1.098 (W. H. Ellis), 12min 20sec. 66.02 m.p.h.; 2. Lotus-Climax 1.098 (M. Zervudachi), 12min 56.2sec.; 3. Cooper-Climax 1.098 (A. Owen), 13min 14.8sec. **Fastest lap:** W. H. Ellis and M. Zervudachi, 1min 15.8sec. 66.02 m.p.h. **Final (15 laps):** 1. Lotus-Climax (K. Hall).



Cliff Allison (Lotus-Climax) presses Keith Hall (Lotus-Climax) hard at Ramp Bend in the final of the August Trophy race

17min 38sec. 70.95 m.p.h.; 2. Lotus-Climax (C. Allison), 17min 39sec.; 3. Lotus-Climax (P. J. S. Lumden), 17min 48sec. **Fastest lap:** C. Allison, 1min 8.8sec. 72.73 m.p.h.

Sports car races: All (7 laps): 1. Tojeiro-Jaguar 3.442 (E. J. Snusher), 8min 56sec. 68.61 m.p.h.; 2. Aston Martin DB2-4 2.922 (T. Kylin), 8min 34.6sec.; 3. Jaguar XK120C 3.442 (J. M. Trimble), 8min 35.4sec. **Fastest lap:** E. Protheroe, 1min 10.4sec. 71.08 m.p.h. **B (7 laps):** 1. M.G. Spl. 1.489 (C. Bristow), 9min 56sec. 64.27 m.p.h.; 2. A.C. Ace 1.931 (J. Patten), 9min 15.8sec.; 3. A.C. Ace 1.931 (B. Ferrari), 9min 18.4sec. **Fastest lap:** C. Bristow, 1min 15.8sec. 66.02 m.p.h.

Ladies' handicap (5 laps): 1. M.G. Magnette 1.489 (Mrs. J. Bloxham) h'cap 1min 15sec. 7min 27.8sec. 55.87 m.p.h.; 2. M.G.A. 1.489 (Miss H. Dunham)

40sec. 7min 40sec.; 3. Triumph TR2 1.991 (Miss G. Spooner), 30sec. 7min 40.4sec. **Fastest lap:** Aston Martin DB2-4 2.922 (Miss P. Burt), 1min 17.4sec. 64.65 m.p.h.

Vintage car handicap (7 laps): 1. 1934 Lagonda 5.770 (G. A. Taylor), h'cap 1min 10sec. 15.2sec. 56.94 m.p.h.; 2. 1925 Bentley 2.996 (F. P. Morley) 50sec. 10min 15.8sec.; 3. 1932 Aston Martin 1.495 (M. G. Greaves) 50sec. 10min 16.8 sec. **Fastest lap:** 1936 Aston Martin 1.970 (C. J. Freeman), 1min 12.6sec. 64.48 m.p.h.

Invitation handicap race (5 laps): 1. Lagonda 1.100 (G. A. Taylor) h'cap 1min 8sec. 7min 11.6sec. 57.97 m.p.h.; 2. Jaguar XK120C 3.442 (J. M. Trimble) 5sec. 7min 16.6sec.; 3. Tojeiro-Jaguar 3.442 (E. Protheroe) scr. 7min 17.6sec. **Fastest lap:** E. Protheroe, 1min 8.4sec. 75.16 m.p.h.

BENTLEY SILVERSTONE

SILVERSTONE last Saturday was almost monopolized by Bentley cars of all kinds and ages, and other cars—apart, perhaps, from those of the invited Lagonda and Aston Martin clubs—seemed a trifle intrusive in the paddock. Sprints were held in the pelting rain of the morning, and in the better weather of the afternoon a comprehensive race meeting was organized by the Bentley Drivers Club.

Two scratch events started the afternoon's racing, and in the first of them, for 3-litre Bentleys, M. D. Hollis led throughout to an easy win. But in the second race, which was for unsupercharged 4½-litre Bentleys, the cars were very evenly matched, and the result was in exciting doubt right to the end. On the first of ten laps, J. A. Walker's car hurtled round Woodcote corner on the very limit of adhesion—and of the track—but emerged in front. He was passed at once by G. G. McDonald and G. H. G. Burton in that order; after several attempts Burton then took the lead on the seventh lap.

On lap eight these two cars were very close, and the next time round they were even more so—a great battle was going on for first place. McDonald managed to overtake Burton on the last corner of the last lap; his lead was very slight and fast decreasing when the cars crossed the finish line. McDonald won by about half a bonnet length, and with cars of this size it was an impressive spectacle.

From then on all the events were handicaps, and included two invitation

races for Lagondas and Aston Martins separately. Lord Dunleath's 4½-litre Rapide won the 5-lap Lagonda event, in spite of starting from scratch nearly three minutes behind the limit man—P. G. Bartleet in a 2-litre car. R. P. F. Hare's beautiful 4½-litre drophead coupé foursome appeared a little out of place here among its starker brethren.

The Aston Martin event saw the first of some fast driving by Miss P. Burt in an Aston Martin DB2-4; but D. V. Greaves' 1½-litre Le Mans car turned out to be speedier than the handicappers had anticipated. After Greaves had held the lead all through the race it began to look as though Miss Burt would catch him on the last lap, but she was still rounding Woodcote when the chequered flag fell.

Lord Ebury's sleek 3½-litre Bentley was ably driven in the Bentley handicaps, but could not beat the handicapper. The first of these races featured A. P. Hedges' 3-litre car, which lapped surprisingly rapidly considering it has only rear wheel brakes. In the first Bentley handicap there were no fewer than 22 of these great cars on the start line; and it seemed a pity that it was not a 10-lap race. McDonald again did well, securing a third and a second place.

M. J. Harris's tiny Austin Ulster 750 looked small enough to fit under the bonnet of some of the Bentleys in the Vintage Car handicap, but it was only just passed into second place by the scratch man, J. A. Walker, in a 4½-litre Bentley. Originally scheduled as limit

man in the last race—a 10-lap event for all comers—Harris again did splendidly in spite of a reduction of 50sec in his advantage, to 2 minutes. L. S. Michael's 4½-litre Lagonda passed him on the ninth lap, followed by Miss Burt, again driving well in her Aston. Burton's Bentley also squeezed past on the last lap, and Harris was a creditable fourth.

It was good to see these cars still going so well, many of them being maintained in excellent condition. Racing of this kind is an interesting change from more usual meetings, and the big Bentleys of the past give spectators a better impression of speed than the modern sports-racing car.

RESULTS (lap distance 1.608 miles)

Scratch races: 3-litre Bentleys (5 laps): 1. M. D. Hollis, 8min 8sec. 59.25 m.p.h.; 2. A. P. K. Chaffey; 3. M. J. Bradley. **Fastest lap:** M. D. Hollis, 1min 24.8sec. 61.07 m.p.h. 4½-litre Bentleys (unsupercharged) (11 laps): 1. G. G. McDonald, 13min 57.3sec. 69.10 m.p.h.; 2. G. H. G. Burton; 3. J. A. Walker. **Fastest lap:** G. G. McDonald, 1min 21.8sec. 70.90 m.p.h.

Handicap races: Bentleys (5 laps): 1. Bentley 3.444 (H. V. Holden) 9min 55.0sec. 60.94 m.p.h.; 2. 3.444 (G. G. McDonald); 3. Bentley 4.398 (G. H. G. Burton). **Fastest lap:** G. G. McDonald, 1min 20.8sec. 71.65 m.p.h. **Bentleys (10 laps):** 1. Bentley 4.398 (A. K. McCosh) 17min 14.0sec. 61.99 m.p.h.; 2. Bentley 2.996 (A. P. K. Chaffey); 3. McDonald, 1min 20.2sec. 72.16 m.p.h.

ears (5 laps): Bentley 4.398 (G. A. Newman) 8min 21.0sec. 67.64 m.p.h.; 2. Austin Ulster 750 (M. J. Harris); 3. Bentley 4.398 (R. H. H. Mason). **Fastest lap:** J. A. Walker, 1min 23.0sec. 69.73 m.p.h.

Aston Martins (5 laps): 1. Le Mans 1.495 (D. V. Greaves) 8min 19.8sec. 61.62 m.p.h.; 2. 2.992 (Miss P. Burt); 3. DB2-4 2.992 (Mrs. J. Bloxham). **Fastest lap:** Miss P. Burt, 1min 22.2sec. 70.44 m.p.h. **Lagondas (5 laps):** 1. Rapide 4.453 (Lord Dunleath) 10min 14.8sec. 65.08 m.p.h.; 2. 3.442 (R. P. F. Hare). **Fastest lap:** Lord Dunleath, 1min 25.8sec. 67.47 m.p.h. **All Comers (10 laps):** 1. Lagonda 4.453 (L. S. Michael) 16min 35.8sec. 65.72 m.p.h.; 2. Aston Martin 2.992 (Miss P. Burt). **Fastest lap:** Miss P. Burt, 1min 21.2sec. 71.51 m.p.h.

Fastest lap of the day: Bentley 4.398 (G. G. McDonald) 1min 20.2sec. 72.16 m.p.h.



Le Mans 1956

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(subject to official confirmation)

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The Sport

NURBURGRING

MIKE HAWTHORN

LE MANS SPEEDS

GERMANY'S GRAND PRIX, last but one of this year's *grandes épreuves*, was disappointing in some respects. It proved again that there is nothing to touch a Ferrari-Lancia when it keeps going—an impression demonstrated already this season by the results of the Argentine, Mendoza, Syracuse, Belgian, French and British Grand Prix. There is no doubt that the Ring is a magnificent circuit. Opened in 1927, and built partly to reduce the number of unemployed in Germany at the time, it twists and turns in a little over 14 miles through forests, open country and up and down miniature mountain passes. At the pit area the circuit reaches a height of around 2,000ft and, in the valley near Adenau, it descends to around 600ft... with resultant complications in carburettor settings.

The Ring has been so altered in recent years as to make a comparison of pre- and post-war lap records useless. Lang's record in the two-stage supercharged, 3-litre Mercedes Benz in 1939 was 87.4 m.p.h.; Kling's 85.75 m.p.h. in the W196 2½-litre Mercedes Benz in 1954 stood as fastest post-war speed until the succession of new lap records last Sunday culminated in Fangio's 87.74 m.p.h. lap, which now stands as the record. Talking of lap speeds, it is amusing that, with four-up in Moss' 220 Mercedes Benz saloon, in a downpour and with traffic on the road, we did a lap in 14min 21sec, which is quite a bit better than some of the 1½-litre *reinsportwagens* were doing; his fastest lap in the 220, in more suitable conditions, stands at somewhere round 14min 12sec.

In one or two ways the organization at the Ring seemed a little unorthodox. Fitzwilliam, for example, who had had trouble with his M.G. A during practice for the 1,500 c.c. series-produced sports car race, was able to complete only two of the requisite five practice laps. He was told that he could not race unless he obtained the signatures of every other driver, signifying that they agreed to his starting—which he succeeded in doing.

Halford's experience, too, seemed a

trifle odd. Though he had his accident on the ninth lap, it was not until the nineteenth or so that he was black-flagged. This is understandable enough, as the news may not have reached the officials until then that he had been push-started, having stalled the engine. Though there is absolutely no excuse whatever for disobeying the black flag—and still less the red—it seems that there was a little more to it than that. After he had disobeyed (or failed to see—which is possible, in view of the fact that exhaust fumes were being swept into the cockpit) the black and red flags for three laps, it appears from accounts given by his pit staff that an official told them that he would not be black-flagged any more; he would be allowed to finish, and subsequently disqualified—which is what happened. On receipt of this information, a member of his pit staff, as he slowed at the pit, stepped forward and waved him on.

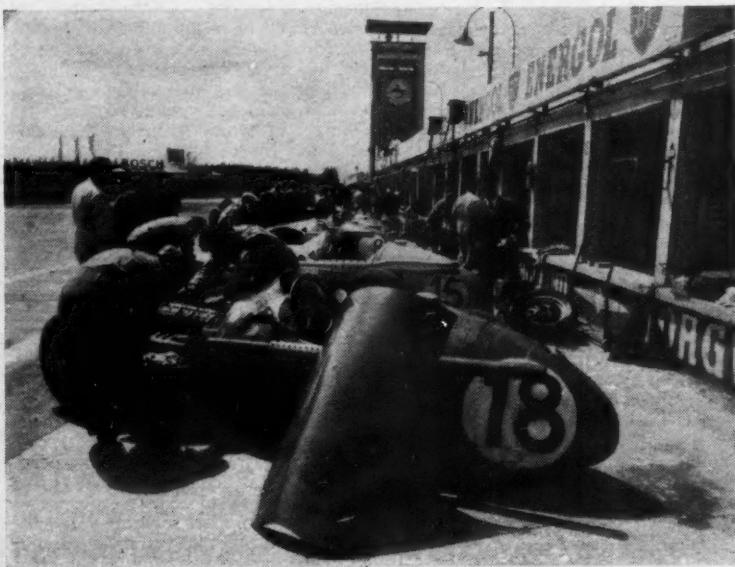
The fact remains, however, that to disobey flag signals is a very serious offence indeed. It is entirely by their use that the safe conduct of the race is maintained.

MIKE HAWTHORN'S exclusion from the German Grand Prix on the grounds of insurance difficulties seems to have been attributed to all manner of ulterior motives on the part of the organizers, the *Automobilclub von Deutschland*. The facts are that, when he was driving a Jaguar in the Nurburgring 1,000 kilometres race last May, he breached the rise before the pits at nearly 140 m.p.h. to find a couple of Porsches neck-and-necking it down past the pits. There is a yellow line running down the road

here, slightly closer to the pits than the grandstands across the road and, in order to avoid hitting the Porsches, he had no alternative but to cross the line—overtaking to their right, between them and the pits. There is plenty of room to do this, but the rules say that you may not cross the yellow line. Rules or no rules, however, the whole of the usable part of the road was occupied by the Porsches, and the only alternatives would have been to ram them, or try to brake—which would have been almost as dangerous. Hawthorn was called in—a signal which he obeyed promptly—and had his misdemeanour pointed out to him during a brief halt at the pit.

So far as the A.V.D. was concerned that was the end of the matter and as the organizers of the German G.P. they have never had any objection to Mike's entry—very much the opposite, in fact. You will remember, however, that, following the Le Mans accident last year, both the French and German Press did their best to attribute the blame to Hawthorn. The Nurburgring incident, coupled with the memories of Le Mans, set the German Press going again as soon as there was any mention of Mike's driving for Ferrari in the German G.P. It was this Press campaign that caused the insurance difficulty.

Insurance could have been arranged—and was, in fact—in England, but the R.A.C. suggested that Ferrari, as the owner of the cars, would be best placed to organize separate cover. The A.V.D. actually went so far as to agree to reimburse Ferrari for this insurance. By then, however, Hawthorn had decided, rightly or wrongly, "to blazes with it all," and not to drive in the race. One can understand his attitude.



Pit activity before the start of the German Grand Prix. Five of the privately entered 250F Maseratis—of which there were nine, including the three works cars—can be seen in the foreground of the picture

The Sport



Colleague Ronald Barker, in the 1908 T.T.-winning Hutton, awaits the starter's flag in last Monday's Veteran and Edwardian handicap at Brands Hatch. Left and right are two Prince Henry Vauxhalls driven by Ecurie Bullfrog's "Jabby" Crombac (left) and Laurence Pomeroy, whose celebrated father designed those cars

HIGHEST SPEEDS reached along the timed kilometre of the Mulsanne Straight at Le Mans this year are as follows:

	m.p.h.
Jaguar 3,442 (Sanderson and Flockhart)	153.32
Jaguar 3,442 (Hawthorn and Bueb)	152.38
Jaguar 3,442 (Swaters and Rouselle)	151.45
Ferrari 1,985 (Hill and Simon)	144.79
Aston Martin 2,922 (Moss and Collins)	142.66
Ferrari 1,985 (Gendebien and Trintignant)	142.57
Gordini 2,479 (Manzon and Guichet)	142.48
Talbot 2,461 (Behra and Rosier)	140.25
Porsche 1,498 (Frankenberg and Trips)	138.08
Porsche 1,498 (Maglioli and Herrmann)	137.57
Aston Martin 2,493 (Parnell and Brooks)	131.05
Maserati 1,487 (Bourillon and Peroud)	129.60
Lotus 1,459 (Chapman and Fraser)	128.19
Lotus 1,098 (Bicknell and Jopp)	119.43
Cooper 1,098 (Hugus and Bentley)	119.11
Panhard 745 (Chancel and Beaulieu)	109.28
Panhard 745 (Hemard and Flahault)	108.06
D.B. Panhard 747 (Laureau and Armagnac)	100.54

It is significant that Fangio's fastest last year, in the 300SLR Mercedes Benz, was 176.58 m.p.h., and the fastest of the Jaguars (Hawthorn and Bueb's car) achieved 175.18 m.p.h.—21.86 m.p.h. higher than this year's speed; so the combination of full-width screen

and fuel consumption restrictions made quite a difference. At the opposite end of the scale, Laureau and Armagnac, in their D.B. last year, recorded 107.55 m.p.h.; this year it was down to 100.54, a reduction accounted for by the windscreen and body regulations alone. The 1,498 c.c. Porsches, on the other hand, with their new coupé bodywork, were faster this year; last year's comparable speed (Seidel and Milhoux) was 136.66 m.p.h.

ONE OR TWO interesting facts emerge from John Wyer's methodically run pit at Le Mans. The Moss-Collins Aston Martin, in eight pit stops for fuel and driver changes, was stationary at the pit for only 7min 35sec; last year, the Collins-Frère car which finished second spent a total of 10min 55sec at the pits during the 24 hours. Despite the full-width screen, fuel consumption restrictions and an all-out Mulsanne Straight maximum speed reduced thereby from 155.60 to 142.66 m.p.h. this year, the Moss-Collins race speed was only 1.4 m.p.h. slower than the Collins-Frère speed last year. Tyre performances, incidentally, were remarkable. One set of tyres—Avons in the case of Aston Martins—lasted the full 24 hours, averaging over 104 m.p.h. for 2,497 miles. It is in this particular sphere—long-distance sports car races—that such components receive a thorough proving and consequent development.

AT INDIANAPOLIS the annual 500-miles classic has continued to run under the obsolete pre-war Grand Prix formula—namely 3 litres supercharged, or 4½ litres normally aspirated. Alarmed by the very high speeds now reached, Tony Hulman—the Speedway president—has confirmed that proposals designed to reduce lap speeds will come into effect for next year and for the following two years. These are a reduction of maximum engine capacity to 2.8 litres when supercharged, and 4.2 litres without supercharger.

These reductions appear too small to

have material effect on the speed of the cars, and they are evidently arranged to enable existing engines to be modified without much difficulty. A drastic curtailment in engine capacity doubtless would result in very few entries for next year's race.

TWELVE OF THE more famous permanent racing circuits are described in a new brochure by Dunlop. Containing virtually no advertising matter, there is a diagram of each circuit and brief descriptions of outstanding races. *The Racing World* can be obtained free of charge from the Advertising Manager, Tyre Division, Fort Dunlop, Erdington, Birmingham, 24.

THE CAR in which Ab Jenkins and his son have been attacking American National records (*The Autocar*, August 3) was a "stock Pontiac sedan"—not a Plymouth.

WITH THE SWEDISH G.P., last round in this year's Sports Car Championship, to come on Sunday, the present positions in the Championship are as follows: Ferrari, 28 points; Maserati, 18; Porsche, 5; Jaguar 4, and Mercedes Benz 2.

PETER WALKER is recovering well from the injuries he received in his accident at Le Mans. Last Tuesday David Brown's aircraft went over to Le Mans to fetch him home, the remainder of the cure being a matter of resting and waiting.

AUSTRALIAN GRAND PRIX (November 25 and December 2) regulations are now available. This will be the eleventh G.P. meeting to be organized by the Light Car Club of Australia (the event is now run in a different state each year), and the second to be held in Albert Park, Melbourne. On the last occasion on which it was run on this circuit the G.P. was won by Whiteford's Lago-Talbot at an average speed of 82.85 m.p.h.; the current Albert Park lap record stands to Reg Hunt's 250F Maserati at 95 m.p.h. Last year's

COMING SHORTLY

AUGUST 11.—Nottingham S.C.C. Race meeting, Silverstone, Northamptonshire, 1 p.m.
 12.—Swedish sports car G.P., Kristianstad.
 12.—Elkhart Lake race meeting, U.S.A.
 12.—Gosport A.C. Annual Summer Rally.
 17.—19.—Thousand Lakes Rally, Finland.
 17.—19.—Hannover Rally, Germany.
 18.—B.R.S.C.C. Daily Herald Trophy meeting, Oulton Park, near Tarporley, Cheshire, 11 a.m.
 18.—Seven-Fifty M.C. Six-hour relay race, Silverstone, Northamptonshire, 1 p.m.
 18.—250 M.R.C. Race meeting, Brands Hatch, near Fawkham, Kent.
 18.—19.—Fifty-Five C.C. Grouse Rally, Riverside Drive East, Dundee, Angus, 9 p.m.
 19.—Pescara G.P., Italy.
 19.—Maidstone and Mid-Kent M.C. Speed trials, Brands Hatch, near Fawkham, Kent, 12 noon.
 19.—Airedale and Pennine M.C.C. Rally, The George and Dragon, Apperley Bridge, Yorkshire, 2 p.m.
 19.—East Anglian M.C. Autocross, Colne Park, White Colne, Essex, 12.30 p.m.
 19.—B.A.R.C. (Yorkshire Centre), East Yorkshire C.C. and Yorkshire S.C.C. Autocross, Walkington Wold Farm, near Market Weighton, Yorkshire, 2 p.m.

The Sport

G.P., run at Port Wakefield, was won by Jack Brabham's Cooper-Bristol (rear-engined), which has now been bought by Reg Smith.

This meeting will be all the more important this year because the racing will be held on the two Sundays that fall in the period of the Olympic

Games at Melbourne, and prize money to the value of £4,000 is the highest ever promised. The practice of splitting the meeting over two successive Sundays is peculiar to Australia, and has proved very successful. The meeting has an International permit and will include events for racing, sports and touring cars; the *formule libre* G.P. will be run over 80 laps (250 miles) and the winner will receive £500, second place £250, and third £125. The leader on each lap will receive £2 10s and there will be £25 for the fastest lap.

PETER GARNIER.

TRENGWAINTON

ALTHOUGH gales had blown five large fir trees across the West Cornwall Motor Club's Trengwainton hill-climb course and ripped up a considerable part of the concrete on the second hairpin, the track was cleared and the concrete relaid in time for the Bank Holiday meeting.

Fine weather gave promise of some fast times, and Reg Phillips, making his first appearance at Trengwainton, came very near the record in his 996 c.c. Cooper on his first practice run. The presence of this car and W. A. Taylor's Caesar Special added considerably to the interest.

Competition in the up to 1,300 c.c. class was not so close as usual and W. A. Cleeve in his Morris Special had things all his own way with a time of 27.29sec for a faultless climb.

In the up to 2,000 c.c. class, J. Rudd

(Frazer-Nash), competing for points in the Junior Hill Climb Championship, was unable to beat S. C. Gray's surprisingly fleet Grayford Special, which climbed in 26.71sec.

Phillips, running the 996 c.c. Cooper in the Championship Class, climbed in a new record time of 24.60sec, the Cooper being geared just right for the sinuous course.

RESULTS

Fastest time of the day: Cooper (R. Phillips), 24.60sec (hill record).

F.t.d. by lady driver: Triumph TR3 (Mrs. Pepper), 33sec. **Best aggregate time:** Lotus-M.G. (T. G. Cunane). **Vintage award:** Caesar Spl. (W. A. Taylor), 26.28sec.

Class awards: **Saloon up to 750 c.c.:** 1. Austin (N. E. Davis), 30.94sec; 2. Austin (T. Hargreaves), 30.68sec; 3. Renown (R. Aley), 38.70sec. **Over 1,300 c.c.:** 1. Morris (W. A. Cleeve), 27.29sec; 2. Ford (G. Berry), 29.19sec; 3. Roberts, Spl. (R. H. Roberts), 29.34sec. **1,301 to 2,000 c.c.:** 1. Grayford (S. C. Gray), 26.71sec; 2. Frazer-Nash (J. Rudd), 26.93sec; 3. Triumph TR3 (T. A. Gold), 26.95sec. **Over 2,000:** Allard J2 (D. B. Farrell), 27.40sec. **Racing cars up to 1,100:** Cooper (R. Phillips), 25.25sec. **Over 1,100:** Caesar Spl. (W. A. Taylor), 27.06sec. **Open championship:** 1. Cooper (R. Phillips), 24.60sec; 2. Caesar Spl. (W. A. Taylor), 26.28sec; 3. Lotus-M.G. (T. G. Cunane), 26.30sec.

Open championship: 1. Cooper (R. Phillips), 24.60sec; 2. Caesar Spl. (W. A. Taylor), 26.28sec; 3. Lotus-M.G. (T. G. Cunane), 26.30sec.



**Why Not
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Illustrated literature sent on request—
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Welbeck View-Point
(No. 56 of a Series)

**The Welbeck Buyer does the
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**The Three most Interesting
Cars on offer—**

1. A.C. ACE:

1956 Open Two Seater in duofluous Grey with Red leather. Many extras including latest type H.M.V., heater, bumpers. This car cost a few days ago £1753. Virtually unused, still not run-in. Welbeck ask only £1495. An unbelievable opportunity for the man seeking an A.C.

2. TWO POINT FOUR JAGUAR:

1956 (May), mileage 3,000, special equipment Bottle Green, List Price.

3. FORD ZEPHYR MARK II CONVERTIBLE:

1956 (May), mileage 3,000, Cream with Brown hood, heater, whitewalls, chrome discs. List Price.

Welbeck Motors Ltd.
107, Crawford Street, London, W.1

(Near Baker Street Station)

Welbeck 1139

There's another Welbeck View-Point on the next page,
a big one which only happens once a month.

CLUB NEWS

Bristol M.C. and L.C.C.—In the Bristol Rally, held on July 21-22, 40 cars started from Bristol. The course was divided into two sections, each in the form of a loop of approximately 150 miles. The rally finished at Portishead, where a series of driving tests was held.

PROVISIONAL RESULTS

Best performance: Standard Eight (G. J. Mabb), 10 marks lost. **Best in opposite class:** Triumph TR3 (M. R. Davies), 20. **Runners-up:** Closed: Ford Anglia (M. J. Pye), 75; **Open:** Triumph TR3 (G. W. Best), 175.

Navigators' awards: R. W. G. Long, N. O. P. Taylor.

Class winners: Saloon cars up to 1,300 c.c.: Hillman Husky (A. G. Herbert), 90. Over 1,300: Vauxhall (E. R. Shandbeer), 105. Open cars up to 1,500: M.G. TD (A. A. McKechnie), 445. Over 1,500: Triumph TR2 (W. G. Cawsey), 335.

Best B.M.C. and L.C.C. member: Ford Anglia (J. Moffatt), 240.

Honour award: Ford Anglia (A. P. M. Vincent), 515.

Team award: A. L. Hallpike, A. G. Herbert and M. J. Pye.

One-make awards: Austin: A.30 (L. Griffiths), 135; Ford: 1. Zephyr (A. G. Stallard), 145; 2. Prefect (A. L. Hallpike), 335. **Jaguar:** 2.4-litre (J. A. Bowen), 305. **Morris:** Minor (R. Wilson), 810. **Rootes:** Sunbeam-Talbot (K. F. Cowley), 910.

Special test award: Triumph TR3 (M. J. Ward), 61.4sec.

Sunbeam.—The annual Silverstone race meeting, which will take place on Saturday, September 1, is open to members of the B.R.S.C.C., Seven-Fifty M.C., M.G.C.C., Bugatti O.C., Nottingham S.C.C., Vintage S.C.C., Midland M.E.C. and the promoting club. The programme will be on the lines of previous year's events, and will include half-hour high speed trials for sports and saloon cars and motor cycles. There will be scratch races for sports cars, 750 and 1,172 formula cars, and formula 3 racing cars (including a special race for J.A.P.-engined cars), and handicap races for Vintage cars and sports cars. The main event will be a 15-lap scratch race with a Le Mans start for series production sports cars. Practising will take place between 9 and 11 a.m., and the first

race will start at 11.30 a.m. The secretary of the meeting, from whom regulations can be obtained, is J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield, Birmingham. The entry fee is £2 2s for the first event entered and £1 1s for further events. The closing date for entries is August 18. Free admission tickets for spectators can be obtained from the secretary of the meeting, J. D. Woodhouse, or from the secretaries of the invited clubs.

M.G. Car Club.—The Silverstone meeting on Saturday, August 25, will start at 12 noon with a one-hour high speed trial for all M.G. models. A programme of ten races follows, comprising eight handicap races, a 15-lap handicap relay race and a five-lap scratch race for M.G.s. Members and their friends can obtain admission tickets free of charge from the secretary of the meeting, Mrs. M. Harris, 7, Clavering Avenue, Barnes, London, S.W.13.

Thames Estuary A.C.—The provisional results of the Southend Three Hundred Rally, which took place on July 21-22, are as follows:

Best performances: M.G. TD (R. G. Forster and L. Needham). **Runners-up:** Ford Anglia (K. W. Barrow and R. C. Nicoll).

Best open car: Triumph TR2 (B. A. Page and A. Twigg). **Best closed car:** Hillman Minx (P. Tooley and J. Tooley).

Ladies' award: Hillman Minx (Miss P. R. Smith and Mrs. E. Price).

Class awards: **Open cars up to 1,500 c.c.:** 1. M.G. A (W. C. Slocombe); 2. M.G. A (Mantle), 1,510; 3. 2.5-litre (M. M. Morgan); **Plus fours:** (R. E. Gleeson); 4. Morgan Plus Four (A. E. Gleeson); **2.5-litre:** 1. Morgan Plus Four (A. E. Gleeson); **Closed cars up to 1,500:** 1. Ford Anglia (D. H. W. Thompson); 2. Sunbeam Rapier (R. Sinclair); 3. Hillman (P. K. Stevenson); 4. M.G. TD 2,500; 5. Sunbeam (R. G. D. D.); **2. Standard 16 hp to 2,500:** 1. Standard 16 hp (D. M. E. M.); 2. Standard 16 hp (D. M. E. M.); 3. Triumph TR2 (A. Sprinzel). **Over 2,500:** 1. Jaguar (R. W. Russell); 2. Allard (F. A. Pye); 3. Wolseley (M. E. Clover). **Special and supercharged cars:** **Open:** Singer Le Mans (M. J. Crabtree). **Closed:** 1. Ford Zephyr (A. G. Davis); 2. Standard (L. G. Smith).

Team award: 1. Ford Anglia (W. N. Basson), Ford Anglia (D. H. W. Thompson) and Sunbeam (G. C. H. Wilson); 2. Austin (A. W. Worth), Triumph TR2 (J. Sprinzel) and Ford (K. C. Chambers).

Welbeck Round-Up

An exciting, busy Summer Season, is coming to an end at Welbeck Motors . . . how do things stand at the moment?



The Paramounts

Twenty-four sold in eight weeks . . . only two left: both convertibles in suede green or pale green: £795 all-in. Once these two have gone there will definitely be no more. We also have one (and one only) left-hand drive Paramount Roadster in metallic green. This car is available for export at the basic price of £532. Or a home-market man could buy it at the normal £795. Driving around in a rather exotic left-hand drive Paramount, you might be mistaken for a South American millionaire.



The Sale of Sapphires

We have more or less cleared the floor of our stock of used Armstrong Siddeley Sapphires. At the time of writing only two are left: both 1954 cars with synchromesh gearboxes. One is a connoisseur's piece: in dark grey with all 1955 modifications and is in mint condition: our reduced price £950. The other is in light grey: a very fine car at only £825—certainly the best low-priced Sapphire in the country. Believe us—if you are going to buy a used Sapphire, Welbeck prices for these cars are the keenest in the country. When these two cars are sold we will not be carrying a large stock of Armstrong Siddeleys for some time to come for, during the final stages of our rebuilding, we are very short of space. We will always, however, be able to offer new Armstrong Siddeleys for immediate delivery and our demonstrator cars are at your disposal.



The Singer Hunters

During the last few weeks we have been delivering Hunters as quickly as we can get them from the factory. At £863 the Hunter de Luxe is incomparable. Getting the price down to this level was a miracle achievement of the Rootes Group. So many people want the Hunter de Luxe that all we can say is—give us a ring—we might have one available. The supply position of the ordinary Hunter (£796) is easier and don't forget a kit is available which almost brings it up to de Luxe standards.

The New Welbeck Building

We hope to open our new building on November 1st. It is a lovely place—purpose-built, aimed to full customers into the most chequy-happy mood. We shall see—at any rate we who work at Welbeck will find it pleasant after flogging ourselves to death in a draughty garage.

Welbeck Motors Ltd.
107, Crawford Street, London, W.1
(Near Baker Street Station)

Welbeck 1139

There's another Welbeck View-Point on the previous page. Two for the price of one this week



To strengthen collaboration between the Standard Motor Co., Ltd. and the distributor and dealer organization in Europe, two specially equipped caravans are leaving Newcastle on August 15 for Norway to begin an extensive tour



Trade & Industry



The Queen's Prize at Bisley was won again this year by Mr. G. E. Twine, a director of Blue Peter Retreads, Ltd., Basingstoke.

Mr. E. P. Holmes, B.Sc., has been appointed executive engineer of the Borg-Warner automotive transmission factory at Letchworth, Hertfordshire. He will be responsible for design and development.

Fina Petroleum Products, Ltd., have taken over the direct distribution of their output in the north-east of Scotland. This was previously handled by their agents, Phoenix Lubricants (1938), Ltd., who, by mutual agreement, have ceased to trade.

Fitment charts have been prepared by the Michelin Tyre Co., Ltd., showing sizes of X tyres suitable for the various models in which garages holding car agencies may deal. There are separate charts for B.M.C., Ford, Jaguar, Rootes and Standard and Triumph models.

A dinner was held recently in Wolverhampton to mark the retirement of Mr. R. R. Hoyer, who completed 44 years' service with the Goodyear Tyre and Rubber Co., Ltd. After service with Goodyear in the U.S.A. and Canada, Mr. Hoyer saw the Wolverhampton factory commence operation in 1927.

Postland Engineering and Trading Co., Ltd., St. Guthlac's Lodge, Crowland, near Peterborough, Northamptonshire, have been appointed sole concessionaires for the U.K. for the Koni adjustable telescopic spring damper, which is manufactured in Holland. Illustrated leaflets and recommendation lists are available from the company.

Smiths Motor Accessories, Ltd., have closed their depot in Great Portland Street, London. The spare parts and service replacement departments have been transferred to the south London depot at Putney Vale, London, S.W.15. The garage fitting department, which was also at Great Portland Street, is now at 50, Ongate Lane, London, N.W.2.

Gale and Barclay, Ltd., of North Street, Glasgow, main Ford dealers, have opened additional showrooms at the corner of Elmbank Street and St. Vincent Street.

To meet growing demand for Laycock-de Normanville electrically operated overdrives, scheduled expansion of production facilities is being completed. This will result in an output of 700 overdrive units per day.

Mr. Orlando Oldham has been appointed a director of Oldham and Son Africa, Ltd., an overseas company of Oldham and Son, Ltd., of Manchester. He joined the board of the parent company last year.

Two new depots have been opened by Small and Parkes, Ltd., of Manchester, makers of Don brake linings and Donflex clutch discs. One is at 47, Parliament Road, Middlesbrough, and the other at 53, Tudor Road, Leicester.

Mr. G. S. Tanner, central chief of enquiries to the British School of Motor-ing, was recently presented with a silver salver to mark his completion of 40 years' service. The presentation took place at a sherry party held by the directors.

Mr. E. A. Colliver, M.I.M.I., is retiring from his directorship of Colliver-Fisher (at Northwood), Ltd., Northwood, Middlesex. He has spent 47 years in the trade, and 30 years at Northwood. Mr. J. B. Clapham has been appointed joint managing director with Mr. G. H. Fisher, and Mr. H. L. W. Dry and Mr. R. A. S. Wilson have been appointed to the board.

After 22 years' association with British Salmson Aero Engines, Ltd., as service and sales manager of the car section, Mr. Maurice E. Bartram is leaving. His departure results from the disposal of the company, but should any British Salmson car owners wish to contact him about any technical problems they are invited to write to 1, Winslow Court, Fordwych Road, London, N.W.2.

NEW CAR PRICES

	U.K. List Price			Total Price in U.K. in- cluding P.T.				U.K. List Price			Total Price in U.K. in- cluding P.T.		
	£	s	d	£	s	d		£	s	d	£	s	d
A.C.													
2-litre 2-door	1,027	12	2	1,542	15	3							
2-litre 4-door	1,107	19	4	1,663	6	0							
Acet 2-seater	1,100	0	0	1,651	7	0							
Acet 2-seater coupé	1,375	0	0	2,063	17	0							
Acet with Bristol eng.	1,308	0	0	1,963	7	0							
Acet "	1,585	0	0	2,378	17	0							
ALFA ROMEO													
1,300 Giulietta	1,150	0	0	1,726	7	0							
Sprint Spyder	1,410	0	0	2,116	7	0							
1900 Super	1,750	0	0	2,626	7	0							
T.1	1,900	0	0	2,851	7	0							
Primavera coupé	1,995	0	0	2,993	17	0							
Sprint	2,500	0	0	3,751	7	0							
ALLARD													
Monte Carlo	1,782	0	0	2,674	7	0							
Safari estate car	1,782	0	0	2,674	7	0							
K.3 touring 3-seater	1,537	0	0	2,306	17	0							
J.R. 2 sports racer	1,722	0	0	2,584	7	0							
ALVIS													
3-litre Graber	1,850	0	0	2,766	7	0							
A.SIDDELEY													
Sapphire 234	940	0	0	1,411	7	0							
Sapphire 236	959	0	0	1,439	17	0							
(manumatic)	979	0	0	1,467	17	0							
Sapphire 246	1,215	0	0	1,823	17	0							
(preselector)	1,285	0	0	1,928	17	0							
(automatic)	1,404	0	0	2,107	7	0							
Limousine	1,910	0	0	2,866	7	0							
ASTON MARTIN													
D.B. 2-4	2,050	0	0	3,076	7	0							
Hardtop	2,050	0	0	3,076	7	0							
Drop-head coupé	2,200	0	0	3,301	7	0							
D.B. 35	2,600	0	0	3,901	7	0							
AUSTIN													
A.30 2-door	360	0	0	541	7	0							
A.30 4-door	381	10	0	573	12	0							
A.30 Countryman	425	0	0	638	17	0							
A.40 Cambridge	503	0	0	755	17	0							
A.40 de luxe	535	0	0	803	17	0							
A.50 Cambridge	514	0	0	772	7	0							
A.50 de luxe	546	0	0	820	7	0							
A.90 Westminster	600	0	0	901	7	0							
A.105 de luxe	739	0	0	1,109	17	0							
A.135 Princess III													
S.W.B. Saloon	1,790	0	0	2,686	7	0							
S.W.B. Limousine	1,845	0	0	2,768	17	0							
L.W.B. Saloon	2,150	0	0	3,226	7	0							
L.W.B. Limousine	2,150	0	0	3,226	7	0							
AUSTIN-HEALEY													
100	806	0	0	1,210	7	0							
BENTLEY													
Series S	3,295	0	0	4,943	17	0							
Froeszone and Webb	5,000	0	0	7,501	7	0							
Hooper	4,765	0	0	7,148	17	0							
H. J. Mulliner	4,970	0	0	7,456	7	0							
James Young	4,790	0	0	7,186	7	0							
Continental													
H. J. Mulliner	5,070	0	0	7,606	7	0							
Park Ward	4,775	0	0	7,163	17	0							
Park Ward D.H.	4,775	0	0	7,163	17	0							
coupé													
B.M.W.													
501	1,377	0	0	2,066	17	0							
8 cyl. limousine	1,638	0	0	2,458	7	0							
502 limousine	1,792	0	0	2,689	11	0							
503													
Fixed head coupé	2,975	0	0	4,463	17	0							
507													
Issetta Motocoupé	2,800	0	0	4,201	11	0							
	292	0	0	439	7	0							
BORGWARD													
Isabella 60	806	2	11	1,210	11	5							
Isabella TS	916	15	0	1,376	11	8							
Coupé	1,248	13	10	1,874	7	9							
Station wagon	850	1	9	1,288	9	8							
Pullman 2400	1,409	2	1	2,115	0	2							
Saloon (Hansamatic)	1,501	7	0	2,253	7	6							
BRISTOL													
405	2,390	0	0	3,586	7	0							
Drop head coupé	2,450	0	0	3,676	7	0							
BUICK													
43 Riviera	1,725	0	0	2,588	17	0							
43 Riviera	1,925	0	0	2,888	17	0							
53 Riviera	2,050	0	0	3,076	7	0							
52 saloon	1,995	0	0	2,993	17	0							
59 estate wagon	2,025	0	0	3,028	17	0							
CADILLAC													
6219	2,525	0	0	3,700	17	0							
6239 sedan de ville	2,750	0	0	4,126	7	0							
6267 convertible	2,750	0	0	4,126	7	0							
6019 special	2,900	0	0	4,351	7	0							
6267s Eldorado	3,400	0	0	5,101	7	0							
CHRYSLER													
Windsor V8	2,222	0	0	3,334	7	0							
Windsor V8 convertible	2,198	0	0	3,298	7	0							
New Yorker convertible	2,615	0	0	3,923	17	0							
New Yorker Town and Country	2,600	0	0	3,901	7	0							
Imperial	2,995	0	0	4,493	17	0							

(Continued on next page)

Chrysler (continued)
Imperial Southampton hardtop ... 2,890 0 0 4,336 7 0

[Prices include heater, radio and automatic transmission. All cars have left hand drive.]

CHRYSLER-PLYMOUTH

Plaza 6 ... 1,475 0 0 2,213 17 0

Savoy 6 ... 1,608 0 0 2,413 7 0

Belvedere 6 ... 1,678 0 0 2,518 7 0

Savoy VB ... 1,656 0 0 2,485 7 0

Belvedere VB ... 1,726 0 0 2,590 7 0

Savoy 6 Suburban ... 1,744 0 0 2,617 17 0

Belvedere VB convertible ... 1,789 0 0 2,684 17 0

[Prices include heater, radio and automatic transmission.]

CITROEN

2.c.v. ... 398 0 0 598 7 0

DS19 ... 1,090 0 0 1,636 7 0

CONTINENTAL

Mark II coupe ... 4,690 0 0 7,036 7 0

DAIMLER

Conquest Mark II ... 1,032 0 0 1,549 7 0

Mark II ... 1,132 0 0 1,699 7 0

2½-litre drop-head ... 1,360 0 0 2,041 7 0

One-O-Four ... 1,885 0 0 2,828 17 0

Lady's model ... 2,050 0 0 3,076 7 0

4½-litre saloon ... 2,293 0 0 3,440 17 0

D.K. 400 limousine ... 2,793 0 0 4,190 17 0

D.K.W.

Saloon de luxe ... 656 0 0 985 7 0

Fixed-head coupé ... 665 0 0 998 17 0

Four-door ... 490 0 0 1,036 7 0

Cabriolet ... 820 0 0 1,231 7 0

FODGE

Kingsway de luxe 6 ... 650 0 0 2,476 7 0

Kingsway Custom 6 ... 1,694 0 0 2,542 7 0

Kingsway de luxe VB ... 1,698 0 0 2,548 7 0

Kingsway Custom VB ... 1,742 0 0 2,614 7 0

Custom Royal VB ... 1,925 0 0 2,888 17 0

Kingsway 6 Suburban ... 1,786 0 0 2,680 7 0

FORD (Canadian)

Mainline 4-door ... 1,207 0 0 1,811 17 0

Customline 4-door ... 1,245 0 0 1,868 17 0

Fairlane Town 4-door ... 1,283 0 0 1,925 7 0

Fairlane Club 2-door ... 1,264 0 0 1,897 7 0

Fairlane Country 4-door ... 1,471 0 0 2,207 17 0

Custom Ranch Wagon 2-door ... 1,348 0 0 2,023 17 0

FORD (U.S.A.)

Thunderbird ... 1,690 0 0 2,536 7 0

FRAZER NASH

Fast Roadster ... 1,650 0 0 2,476 7 0

Turismo ... 2,150 0 0 3,226 7 0

Targa Florio ... 1,723 0 0 2,476 7 0

Sports ... 2,250 0 0 3,376 7 0

Le Mans ... 2,450 0 0 3,676 7 0

Sebring 2-seater ... 2,250 0 0 3,376 7 0

GOGGOMOBIL

T.300 ... 336 0 0 505 7 0

Sliding head ... 342 17 0 515 12 5

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Immediate or early delivery of all models, including the latest Type 220S, acclaimed to be the world's finest medium sized luxury touring car. Fullest details on request. Our demonstration cars are here for YOU to drive and judge.

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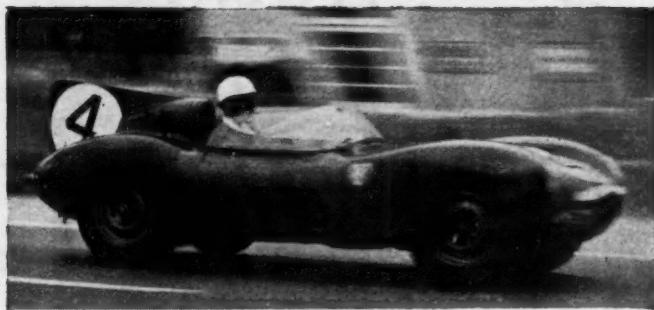
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FREmantle 3388
and at

67 GEORGE STREET, W.I.
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NEW CAR PRICES . . .

	U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d		U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d
H.R.G.					
1½-litre	1,280 0 0	1,921 7 0			
HUDSON					
Rambler Super	1,305 0 0	1,958 17 0			
Rambler Custom	1,380 0 0	2,071 7 0			
Hardtop	1,450 0 0	2,176 7 0			
Cross Country station wagon	1,510 0 0	2,266 7 0			
Wasp Super	1,670 0 0	2,506 7 0			
Hornet Super	1,810 0 0	2,716 7 0			
Hornet Custom	1,910 0 0	2,866 7 0			
Hollywood hardtop	1,955 0 0	2,933 17 0			
HUMBER					
Hawk	650 0 0	976 7 0			
De luxe	665 0 0	998 7 0			
Touring limousine	730 0 0	1,096 7 0			
Estate car	885 0 0	1,328 17 0			
Super Snipe	950 0 0	1,426 7 0			
(automatic)	1,075 0 0	1,613 17 0			
Touring limousine	1,030 0 0	1,546 7 0			
JAGUAR					
2.4	953 0 0	1,430 17 0			
Special Equipment model	976 0 0	1,465 7 0			
Mark VII	1,140 0 0	1,711 7 0			
(automatic)	1,268 0 0	1,903 7 0			
XK140	1,227 10 0	1,692 12 0			
Drop-head coupé	1,160 0 0	1,741 7 0			
Fixed-head	1,140 0 0	1,711 7 0			
D type sports 2-seater	2,585 0 0	3,879 17 0			
JENSEN					
541	1,435 0 0	2,153 17 0			
Interceptor	1,800 0 0	2,701 7 0			
Convertible	1,800 0 0	2,701 7 0			
LAGONDA					
3-litre	2,600 0 0	3,901 7 0			
Drop-head coupé	2,700 0 0	4,051 7 0			
LANCHESTER					
Sprint	866 0 0	1,300 7 0			
LANCIA					
Appia Series II	1,110 0 0	1,666 7 0			
Aurelia Series II	1,550 0 0	2,326 7 0			
Aurelia Gran Turismo	2,230 0 0	3,346 7 0			
Spider	2,115 0 0	3,173 17 0			
LINCOLN					
Première	2,432 0 0	3,649 7 0			
LOTUS					
Sports	850 0 0	1,276 7 0			
Club	1,060 0 0	1,591 7 0			
Le Mans 75	1,330 0 0	1,996 7 0			
Le Mans 83	1,395 0 0	2,093 17 0			
MERCEDES-BENZ					
180	1,145 0 0	1,718 17 0			
180D (diesel)	1,210 0 0	1,816 7 0			
190	1,195 0 0	1,793 17 0			
190SL	1,850 0 0	2,776 7 0			
220S	1,500 0 0	2,251 7 0			
300 c. de luxe	2,675 0 0	4,013 17 0			
300s coupé	4,110 0 0	6,166 7 0			
300SL	3,100 0 0	4,651 7 0			
MERCURY					
Montclair	1,518 0 0	2,278 7 0			
M.G.					
M.G. A	640 0 0	961 7 0			
Magnette	693 0 0	1,040 17 0			
MORGAN					
4/4 Series II	475 0 0	713 17 0			
Plus 4 (TR) 2-seater	595 0 0	893 17 0			
4-seater	610 0 0	916 7 0			
Drop-head coupé	640 0 0	961 7 0			
Plus 4 (Vanguard)	580 0 0	871 7 0			
Drop-head coupé	610 0 0	916 7 0			
MORRIS					
Minor 2-door	401 0 0	602 17 0			
2-door de luxe	418 0 0	628 7 0			
4-door	425 0 0	638 17 0			
4-door de luxe	445 0 0	668 17 0			
Minor tourer	401 0 0	802 17 0			
Tourer de luxe	418 0 0	628 7 0			
Minor Traveller	456 0 0	663 17 0			
Minor Traveller de luxe	471 10 0	708 12 0			
Cowley	532 0 0	799 7 0			
Oxford	565 0 0	848 17 0			
Oxford Traveller	623 10 0	936 12 0			
Isla	607 0 0	911 17 0			
Isla de luxe	640 0 0	961 7 0			
Isla Traveller	725 10 0	1,089 12 0			
NASH					
Rambler Super	1,305 0 0	1,958 17 0			
Rambler Custom	1,380 0 0	2,071 7 0			
Hardtop	1,450 0 0	2,176 7 0			
Station wagon	1,510 0 0	2,266 7 0			
Statesman Super	1,490 0 0	2,236 7 0			
Ambassador Super 6	1,685 0 0	2,528 17 0			
OLDSMOBILE					
Series 88 Super	1,640 0 0	2,460 15 0			
Series 98	1,985 0 0	2,978 17 0			
Starfire convertible	2,080 0 0	3,121 7 0			
PACKARD					
Clipper de luxe	2,395 0 0	3,593 17 0			
Executive	2,577 0 0	3,866 17 0			
Patrician	2,929 0 0	4,394 17 0			
Caribbean	3,603 0 0	5,405 17 0			
[Prices include heater, radio and automatic transmission.]					
PANHARD					
Dyna de luxe special	702 0 0	1,055 0 0			
203	633 9 1	952 8 2			
Station wagon	732 17 4	1,100 10 6			
403	796 2 11	1,195 11 5			
PONTIAC					
Chieftain	1,450 0 0	2,196 1 2			
Catalina coupé	1,976 0 0	2,962 8 10			
Star Chief Convertible	2,050 0 0	3,073 5 0			
PORSCHE					
1.6 Fixed-head coupé	1,305 0 0	1,958 17 0			
1.6 Super fixed-head coupé	1,425 0 0	2,138 17 0			
1.6 Cabriolet	1,425 0 0	2,138 17 0			
1.6 Super cabriolet	1,545 0 0	2,318 17 0			
1.6 Speedster	1,270 0 0	1,906 7 0			
1.6 Super Speedster	1,390 0 0	2,086 7 0			
1500 1500 Spyder	2,760 0 0	4,041 7 0			
356a 1500 Carrera fixed-head coupé	1,910 0 0	2,866 7 0			
356a 1500 Carrera Speedster	1,875 0 0	2,813 17 0			
356a 1500 Carrera cabriolet	2,030 0 0	3,046 7 0			
RENAULT					
750	422 10 0	635 2 0			
(Ferlie clutch)	442 0 0	664 7 0			
Frigate	699 0 0	1,049 17 0			
Duphine	512 0 0	769 7 0			
Grand Pavois	850 0 0	1,276 7 0			
Amiral	829 0 0	1,244 17 0			
RILEY					
Pathfinder	940 0 0	1,411 7 0			
ROLLS-ROYCE					
Silver Cloud	3,385 0 0	5,078 17 0			
Froestone and Webb	5,090 0 0	7,366 7 0			
Hooper	4,855 0 0	7,283 17 0			
H. J. Mulliner	5,060 0 0	7,591 7 0			
James Young	4,880 0 0	7,321 7 0			
Silver Wraith					
Froestone and Webb touring limousine	5,381 0 0	8,072 17 0			
Park Ward	5,270 0 0	7,906 7 0			
Park Ward touring limousine	5,320 0 0	7,981 7 0			
Park Ward 7-passenger limousine	5,395 0 0	8,093 17 0			
H. J. Mulliner touring limousine	5,380 0 0	8,071 7 0			
Hooper touring limousine	5,395 0 0	8,093 17 0			
Hooper 7-passenger limousine	5,395 0 0	8,093 17 0			
James Young	5,445 0 0	8,168 17 0			
ROVER					
60	840 0 0	1,261 7 0			
75	915 0 0	1,373 17 0			
90	945 0 0	1,418 17 0			
Land-Rover	585 0 0	—			
SIMCA-ARONDE					
1300 Elysée	609 10 0	915 12 0			
Grand Large	662 0 0	994 7 0			
SIMCA VEDETTE					
Trianon	891 0 0	1,337 17 0			
Versailles	938 0 0	1,408 7 0			
Régence	1,053 0 0	1,580 17 0			
Marly station wagon	1,225 0 0	1,838 17 0			
SINGER					
Hunter special	530 0 0	796 7 0			
Hunter de luxe	575 0 0	863 17 0			
SKODA					
440	560 0 0	841 7 0			
1200	630 0 0	946 7 0			
STANDARD					
Family Eight	389 0 0	584 17 0			
Super Eight	420 0 0	631 7 0			
Family Ten	415 0 0	623 17 0			
Super Ten	445 0 0	668 17 0			
Companion estate car	489 0 0	728 17 0			
Vanguard III	625 0 0	938 17 0			
Estate car	633 0 0	950 17 0			
Vanguard diesel	735 0 0	1,103 17 0			
STUDEBAKER					
Champion Custom	1,267 0 0	1,901 17 0			
Commander	1,387 0 0	2,081 17 0			
President	1,449 0 0	2,174 17 0			
TRIUMPH					
T.R.2	625, 0 0	938 17 0			
Hardtop	670 0 0	1,006 7 0			
T.R.3	680 0 0	1,021 7 0			
Hardtop	725 0 0	1,084 7 0			
VAUXHALL					
Wyvern	510 0 0	766 7 0			
Velox	560 0 0	841 7 0			
Cresta	620 0 0	931 7 0			
VOLKSWAGEN					
Standard saloon	422 10 0	635 2 0			
Executive	492 10 0	740 2 0			
President	670 0 0	1,006 7 0			
WOLESELEY					
Fifteen-fifty	640 0 0	961 7 0			
Six-ninety	806 0 0	1,210 7 0			

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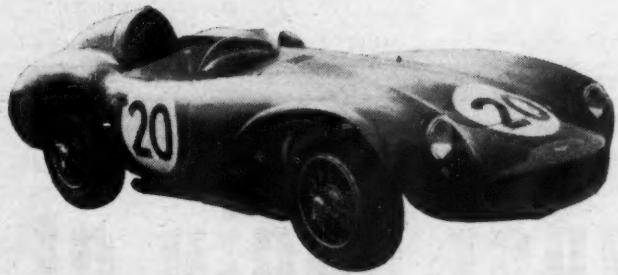


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AT
LE MANS

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1ST IN THE 24-HOUR GRAND
PRIX D'ENDURANCE FOR THE
4TH TIME IN SIX YEARS

AGAIN ON



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Salisbury Axles are specially designed to meet the specific requirements of cars from 750 c.c. to 5,000 c.c.—and commercial vehicles, industrial trucks and dumpers up to 30 cwt. payload. Manufacturers are invited to contact our Technical Advisory Staff.

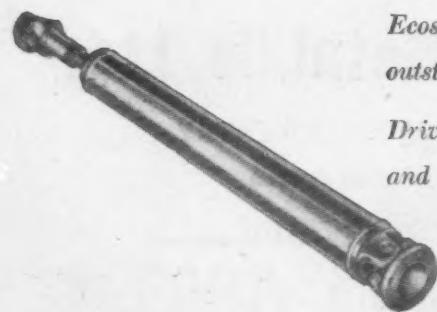
The result of yet another famous race bears testimony to the excellence of Salisbury Hypoid Axles. This is no isolated example, but typical of their smooth performance and outstanding dependability in so many International Races, and even more so in the everyday running of private cars and commercial vehicles. Exceptionally light in weight, with scientifically developed control of oil circulation to ensure silent silky-smooth operation, they have a life of service well beyond the ordinary span even on the most arduous duty.

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Jaguar again at Le Mans

*Congratulations to the
privately owned and entered Ecurie
Ecosse D type Jaguar on its
outstanding success at Le Mans.*

*Driven by Ninian Sanderson
and Ron Flockhart at an
average speed of 104.46 m.p.h.*



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Spicer

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Your engine can have Le Mans-proved protection!

Over 2,500 miles in 24 hours at an average speed of 104.46 m.p.h.* . . . that's the story behind the Jaguar win at Le Mans. And throughout those punishing hours the engine was protected against destructive dust and abrasives in the oil by the Tec-Element in the Tecalemit oil filter.

* Subject to official confirmation.



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TEC-ELEMENTS give fully effective filtration in so many oil filters that, whatever filter your car has (and it's most likely Tecalemit) you are more sure of being right when you fit a TEC-Element.

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FELT TYPE change every 10,000* miles,
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success at Le Mans*

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Le Mans 24-Hour Race

*Congratulations
to the winning*

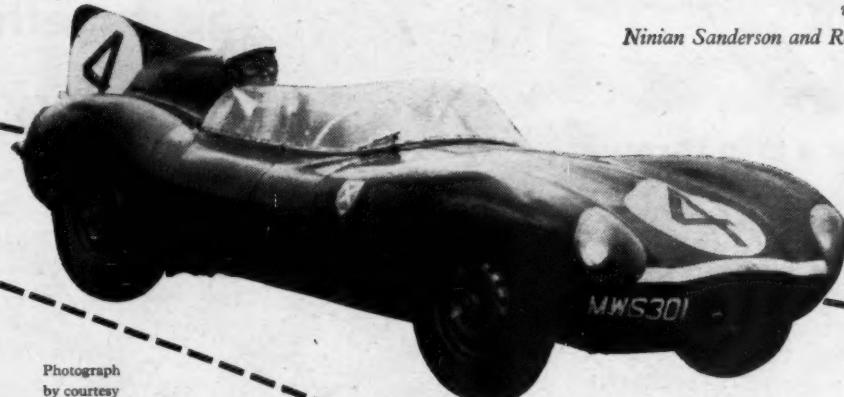


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another winner for MARSTON'S

*The D-Type Jaguar,
winner of Le Mans 24-hour race,
was driven by
Ninian Sanderson and Ron Flockhart.*



Photograph
by courtesy
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A Marston Excelsior radiator is fitted to the D-type Jaguar, privately owned and entered by Ecurie Ecosse which won the Le Mans International 24-hour race at an average speed of 104.46 m.p.h. (Subject to official confirmation)

All Jaguar cars are fitted with Marston Excelsior radiators.

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JAGUAR CARS & *Jubilee* CLIPS

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to victory

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8' x 6' 12' x 8' 22/3
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The gallonage of BP Super sold in this country in the first half of *this* year increased at a rate three times that of the total sale of petrol in the U.K. It is the fastest growing premier grade petrol on the market.



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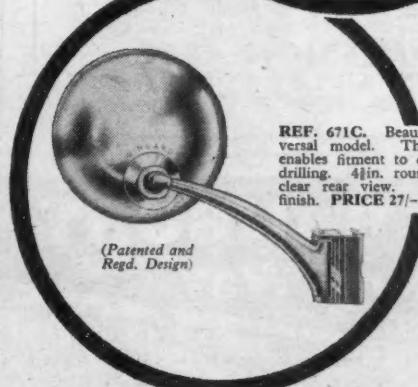
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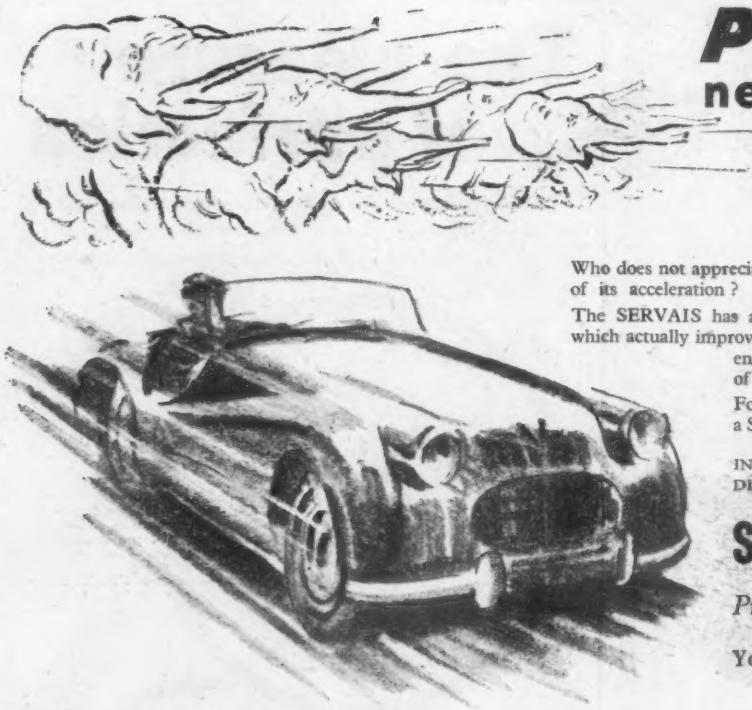
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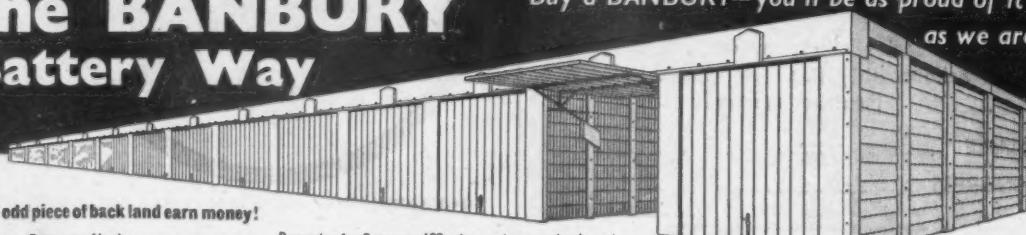
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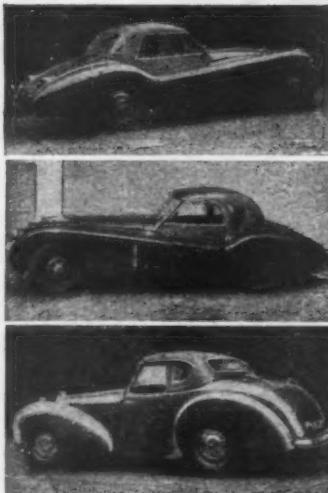
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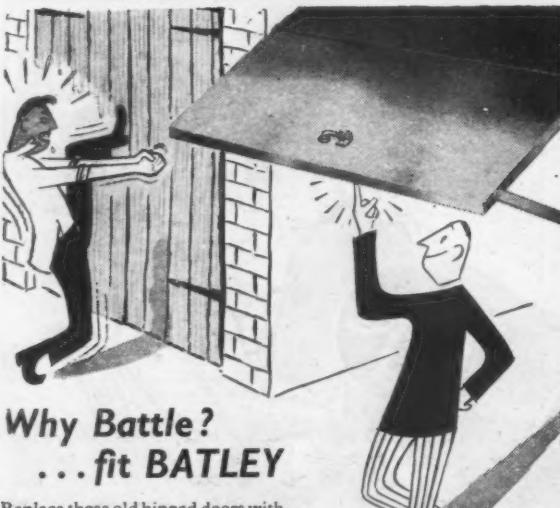
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1951 WOLSELEY 6/80 saloon, radio	£265
1948 STANDARD 12 coupe, grey, new engine	£275
1949 VANGUARD saloon	£285
1951 (November) VANGUARD saloon, heater	£395

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1956 ARMSTRONG SIDDELEY Sapphire saloon, automatic transmission, twin carburettors, bucket seats, radio, black with red interior	£1,850	1955 HUMBER Hawk saloon, heater, loose covers, wing mirrors, black with red interior	£825
1955 ARMSTRONG SIDDELEY Sapphire saloon, preselective gearbox, power steering, radio, elephant grey with red interior	£1,295	1955 JAGUAR Mk. VII saloon, Borg Warner transmission, radio, loose covers, British racing green and pastel green with green interior	£1,375
1955 AUSTIN A.90 Westminster saloon, heater, black with tan interior	£785	1954 JAGUAR Mk. VII saloon, overdrive, radio, lavender grey with red interior	£995
1955 AUSTIN A.50 de Luxe saloon, turquoise with fawn interior	£655	1954 MORRIS Oxford saloon, chassis protection, wing mirrors, etc., black with red interior	£665
1954 AUSTIN HEALEY Sports, overdrive, radio, heater, beige with blue interior, dark blue hood	£725	1955 MORRIS Minor de Luxe Travellers car, beige with red interior	£625
1953 Model BENTLEY Mk. VI "R" type saloon, radio, heater, grey and black with grey interior	£2,750	1956 RILEY Pathfinder saloon, radio, maroon with maroon interior	£1,195
1954 DAIMLER Century saloon, radio, wing mirrors, etc., black and grey with red interior	£1,045	1956 ROVER "90" saloon, ivory with red interior	£1,265
1954 FORD Zodiac saloon, Whitewall tyres, heater, loose covers, wing mirrors, fog and spot lamps, etc., grey and blue with matching interior	£645	1955 ROVER "75" saloon, black with red interior	£1,095
1956 FORD Consul saloon, overdrive, heater, loose covers, etc., Dorchester grey with red interior	£695	1954 STANDARD Vanguard, Phase II saloon, overdrive, grey with grey interior	£595
1955 HILLMAN , Minx saloon, black with red interior	£645	1955 TRIUMPH TR2. Sports, heater, ivory with red interior	£775
		1955 VAUXHALL Cresta saloon, heater, white and maroon with matching interior	£695
		1955 WOLSELEY 4/44 saloon, grey with grey interior	£765



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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

A.C. ACE sports and

A.C. ACECA streamlined coupes; new and used examples in first-class condition always available; latest list by return; demonstrations at your address. **U** **BED** examples wanted.

SPECIALISED spares and accessory service; exchange high-compression tuned cylinder heads, large bore exchange carburettors, close ratio gear boxes, speed cowls, 2/3-seat conversion for the Aceca. **R** UDDIS, 41, High St., Worthing. 7773-4. [0692/R]

GATEHOUSE offer:—

1950 A.C. saloon, ivory, red leather, 2 owners, excellent condition; £495.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

1949 A.C. saloon, blue with grey leather, very nice condition throughout; written guarantee; £425.

SUDFORD CAR SALES, 98-116, Commercial Rd., Southampton. Southampton 25225, open daily to 9 p.m. [C4096]

ACECA, one only, new, latest model at pre-Budget price; exchanges, terms—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 43344. [C4097]

ATHONON & CROOK, A.C. distributors, new 1956 models with special Bristol engine, in stock used 1956 (May). Aces, A.C. engine, 3,000 miles, green. High St., Esher 4580. [C1968]

1950 (Sept.) A.C. 2-door saloon, 3 carburetors, one owner, 35,000 miles, in most beautiful condition; £495.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent, Mews, S.W.1. Tel. Sloane 5215. [C4098]

WHM—See Welbeck Motor display advertisement on editorial page 201 and 202 for we are offering an in-effect new Ace at a much under list price—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. [C4049]

XXX—1952 A.C. 2-door saloon, a superb example, finished in dark green, with 20,000 miles, speedometer reading 16,800 miles, must be seen to be appreciated, written guarantee; £615; terms, exchanges. H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 6012. [C2003]

A.C. Cars Wanted
ALMOST new A.C. required immediately—Morley, 76, Cambridge Rd., Kingston. Kingston 8882. [C4099]

GOOD A.C. required immediately—G. Edwards, Ambury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

GATEHOUSE MOTORS require good A.C. cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [W2021]

XXX Excellent cash price offered for good A.C.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2002]

ALFA-ROMEO

GUY SALMON AUTOMOBILES offer:—

1956 (model) Alfa-Romeo 1900 super 4-door sports saloon, regal red, H.M.V. radio, 5,000 miles only, cash new over £2,000; offered at £1,995.—Ports mouth Rd., Thames Ditton, Emberbrook 5551-2-2. [C4001]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

ALFA-ROMEO 2-5, 8-cyl supercharged, in really excellent condition; £465.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1954 Alfa-Romeo 1900 saloon, one engineer owned and maintained by a professional racing spotter, condition, radio and heater, 5-6 seats, 26m.p.h., 100 mph; worthy product of world-famous factory; cost new £2,850; now offered at £1,350.—Jennings, Richmond (Surrey) 3368. [C3103]

Alfa-Romeo Cars Wanted

WANTED, Alfa-Romeo 1,300 and 1,900 models; particulars and price to—Box 2752. [8688]

Alfa-Romeo Spares and Service
THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service to all Alfa-Romeo cars.—Plymouth Rd., Cobham 2848-9. [0124/R]

SALES & WANTS

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ALLARD

FACTORY serviced Allard cars are your wisest buy

1951 5.1 saloon car, £330; immaculate 1949 drop head, £325.

ALDARDO MOTORS, Ltd., 51, Upper Richmond Rd., S.W.15. (Telephone Vandycote 2353) [01912/R]

RICHARDS & CARR, Ltd., are always best value.

1949 drop head fourseats, reconditioned engine, four gear change, £225; 2 others available.

1949 —35, Kinnerton St., S.W.1. Belgrave 3711. [C3046]

ALLARD specialists—Performance Cars, Ltd., Great West Rd., Brentford, Middlesex 8844. [C3047]

ALLARD 7.1K, 2-seater, 1949, £295; Allard 5.1

saloon, grey, 1951, £355.

ALLARD 9.1K saloon, black, 1950, £395; Allard 9.1P

saloon, cream, 1951, £355.

ALLARDS urgently needed for cash, 3 months' guarantee. See under sports car column. [C3048]

245 gns.—Allard 1949 d/h coupe, steering column gearchange, excellent condition; terms, exchanged. London, Smith 8844. [W4018/R]

175 gns.—Allard 1947 sports 4-seater, very good condition; choice of 5 Allards; terms, exchanged; list: open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hanworth 6041. [C4018]

K2 Allard 1951 2-seater, h.c. heads, twin Solex carburetors, special exhaust, new hood, chassis and engine overhauled; £425.—Box 3226. [2119]

1948 fourseats coupe, ivory, green leather, radio, heater, engine recently rebed, good condition; £200. Tel. Ent. 6272 evenings. [2126]

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ALDARDS MOTORS (Allard main distributors) buy or exchange Allard cars.—43, Acme Lane, S.W.1. Brixton 6431. [01464/R]

URGENTLY required for cash, all models Allard—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [W3045]

XXX Excellent cash price offered for good Allard—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2061]

ALVIS

H. C. PAUL, Ltd.

1955 Alvis 3-litre, Grey Lady saloon, radio, heater, grey. £1,295.—Box 3221-2. Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

GATEHOUSE offer:—

1952 Alvis 3-litre black saloon, radio, heater; £695.

1951 Alvis 3-litre saloon, black, red leather uphol-

ster; £695.

1949 Alvis TA14 drop head coupe, dual colour, black and beige; £252.

1938 Alvis 12.70 drop head coupe; £195.

1948 Alvis TA 14 saloon, metallic grey, two owners; £450.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C3021]

ERIC HAYES, Ltd., offer:—

1949 Alvis 14/75 sports saloon, finished in grey with red leather interior, fitted with sunroof and heater, a most excellent fast car; bargain at £485.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., W.2. Ambassador 5266. [C2033]

BROOKLANDS, London distributors.

1954 3-litre TC 25/75 sports saloon, finished in grey, low mileage, guaranteed.

1953 3-litre d.h.c., cream and black/red trim, radio, smart, fast, guaranteed.

MANY others—send for list 108 A.A.

103, New Bond St., London, W.1. Mayfair 3551. [C1029]

TC21 100. Grey Lady, maroon/red, rad., heater, sunroof, wipers, wire wheels, dual exhausts, etc.; £1,195.—Chiswick Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Paxman 0652/72-3/7154. [C1046]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ALVIS specialists.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. ALVIS 4.3-litre saloon, black, 1936, £285; Alvis 12/70 saloon, grey, 1940, £285. ALVIS 12/70 saloon, black, 1938, £195; Alvis 12/70 saloon, grey, 1936, £195. ALVIS 12/70 saloon, black, 1936, £185; Alvis Silver Crest saloon, specimen, black, 1937, £145. ALVIS'S only needed for cash. 3 months' guarantee.—See under sports car column. [C3041]

£498—Alvis 3-litre A70, 1949, magnificent condition, heater, beige/red, tyres as new; choice of many others. **ENMOTORS**, 1, Clarendon Rd., W.11 (50 yards Holland Park Tube). Park 5666-7. [C1017]

395—Alvis 14 1948 sports saloon, sliding head, good tyres, carefully used; terms, exchanges.—Rowland Smith, below. **175**—Alvis 14 1948 saloon, excellent condition, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1951 Alvis 3-litre saloon, black with red interior, 1951 heater, low mileage, condition as new; £600.—Sherwood, Downham Market, Norfolk. [C2117]

ALVIS 2/3-seater. see Healey column.—**Chipstead Motors**, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [C1046/1]

£475—1948/9 Alvis 14hp drop head 5-seater convertible, magnificent condition, you could not buy a better one. [C2119]

£515—1949/50 Alvis 14 convertible 5-seater, in magnificent condition throughout, one of the finest we have had. [C2052]

ARMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars, exchanges, hire purchase, 421-423, High Rd., Finchley. Finchley 6222. [C2052]

1947 Alvis 14 saloon, restored, £395; 1939 Alvis 12 saloon, £225.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill. Epping 1171-2. [C3088]

1948 Alvis 14 drop head coupe, black, red leather upholstery, immaculate condition throughout; £395; terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [C3102]

1949 Alvis TA14 sports saloon, thoroughly checked in our works as Alvis specialists, guaranteed: £295.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4053]

1948-9 Alvis 14hp saloon (regd. October, 1948), finished in black with brown leather, excellent condition throughout; £395; terms, exchanges, 3 months' guarantee.—BRM Car Sales, Bath Rd., Cippenham, Slough, Bucks. Tel. Burnham 705. [C2104]

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube). [C4018/R]

ROOKLANDS, 103, New Bond St., London, W.1. Mayfair 8351. [W1029]

ERIC HAYES, Ltd., will purchase Alvis cars in any district.—Tel. Ambassador 8266. 13, Bishop's Bridge Rd., London, W.2. [W2053]

XXX Excellent cash price offered for good Alvis.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

GATEHOUSE MOTORS will purchase all types of Alvis cars, pre- and post-war, 14/75 urgently needed.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021]

Alvis Spares and Service
SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alvis, Ltd., London. AD at Alvis, Ltd., Service Station, Holmehead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [C0931/R]

MANCHESTER—Alvis repairers and spares, main agents.—A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874-5. [C0653/R]

LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [C0738/R]

AMERICAN CARS

SIMPSON'S offer:—
1955 Oldsmobile Rocket 88 4-door dual range, Hydramatic drive, powerbrake and steering, all extras.

1955 Mercury Custom, low mileage, r. and h., all extras.

1955 Oldsmobile 98, r. and h., power brakes and steering, Hydramatic drive, all extras.

1953 Studebaker, 2-door, overdrive, r. and h., all extras.

1953 Pontiac Catalina, Hydramatic drive, r. and h., all extras.

1953 Chevrolet de luxe, 2-door, heater, low mileage, one owner.

1952 Buick special 2-door saloon, r. and h., all signals, seat covers.

1952 Chevrolet 4-door de luxe, r. and h., all extras.

1952 Pontiac Chieftain de luxe 6, r. and h.

1951 Oldsmobile Rocket 88, 2-door, heater, signals, all extras.

1950 Studebaker, 2-door, overdrive, r. and h., all extras.

1949 Ford Custom V.8, r. and h., all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691-5903. [C4015]

1951 Nash Ambassador 4-door sedan, fitted radio, heater, overdrive, r.h.d., immaculate: £655.—Nash Concessions, Ltd., Albany St., N.W.1. Euston 5568. [C2078]

AMERICAN CARS

J. THOMPSON MOTORS, Ltd., offer a selection of late model cars in excellent condition at competitive prices as detailed under Classified heading to be seen at our showrooms at 91/95, Fulham Road, South Kensington, S.W.3. Ken. 4858. [C4028]

American Cars Wanted

WE buy American cars.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [C1093]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers, outright purchase or part exchange, 345, High Rd., Wembley. Wembley 8691. [C2017]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (ad), Leicesters St. 1, Fleet St., London, W.C.2. Fleet St. Bar 5566. [C2015]

AMERICAN CAR SPARES AND SERVICE
WE specialize in gear boxes, gears, repairs (guaranteed), seat covers £7/16; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Prl. 2647. [S4100]

ARMSTRONG SIDDELEY

PASS & JOYCE, England's largest Armstrong distributors.

1955 Armstrong Siddeley Sapphire saloon, automatic transmission, wheel trims, wing mirrors, one owner, duo-green with green interior; £1,325.

1955 Armstrong Sapphire saloon, pre-selective gear box, power steering, one owner, elephant grey with grey interior; £1,295.

1954 Armstrong Siddeley Sapphire saloon, synchronesh gear box, wheel trims, wing mirrors, one owner, black and grey with red interior; £1,025.

1948 Armstrong Siddeley Lancaster saloon, heater, one owner, black with tan interior; £635.

PASS & JOYCE, Ltd., 184-188, Great Portland St., London, W.1. Museum 1001. [C3039]

A1 (April) Armstrong Siddeley Whitley 6-light saloon, grey and brown interior, recently checked, 27,000 miles, on test in good condition; £495.

J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

CAR MART, Ltd. [C2012]

1955 Armstrong Siddeley Sapphire saloon, pre-selective, heater; £1,250.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

H. C. PAUL, Ltd. [C2013]

1955 Sapphire saloon, automatic, 12,000 miles, duo green, heater; £1,275.

1953 Sapphire saloon, grey and black, radio, heater, taxed, one owner, exceptional condition; £825.

32, Bruton Place, Berkeley Sq., W.1. Mayfair 0011-2. [C3040]

3500 miles Sapphire.

CLARKES OF PIRBRIGHT, Ltd., official Armstrong retailers, offer their own demonstration model Sapphire 3.4 litre saloon first registered May, 1955, miles, on test 5,500, fitted with automatic transmission, twin carburetors and power steering, whole car up to 1956 specification; £1,550.—Guildford Rd., Pirbright, Surrey. Brookwood 2201. [C1049]

JACK ROSE, Ltd., offer:—

1952 model Armstrong Whitley 4-light saloon in black with blue hide, a most distinctive low mileage car, almost unmarked; £495.—Bafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2576. [C3056]

ENGINES RECONDITIONED, Ltd., offer:—

1948 Armstrong Siddeley; £295—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 3366. [C4071]

BROADWAY MOTORS, HOUNSLAW, offer:—

1975 (1954) Armstrong Siddeley Lancaster 18hp, saloon, black, red leather, fitted sliding roof, heater, etc., chauffeur maintained, superb low mileage one owner, specimen.

1955 (August) Sapphire automatic saloon, duo tone, blue/grey, blue leather, bucket seats, twin carburetors, numerous extras, only 9,000 miles, one very fastidious owner; £1,450.—Hawthorn 600, Hounslow, Middx. Hou. 0175/9309. [C1115]

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1953 Armstrong Siddeley Whitley, black and white, almost unmarked, radio, heater, etc., 21,000 miles, on test, 1955, Autavia House, 266, Fulham Rd., S.W.10. Flaxman 0906. [C1118]

W.M.—Welbeck Motors for Armstrong Siddeley.—

SEE Welbeck Motors display advertisement on editorial pages 201 and 202.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. [C4049]

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers, offer:—

1954 (Oct.) Armstrong Sapphire, automatic gear box, black and white, one owner, radio, twin carburetors, twin exhaust system; £1,325.

1954 Armstrong Sapphire pre-selective saloon, black and beige, fawn, beige leather, one owner, 20,000 miles, H.M.V. radio, twin carburetors, screen wipers; £865.

1951 Armstrong Siddeley Lancaster saloon, black, one owner, genuine 26,500 miles, only, really outstanding condition; £495.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores, Barnadale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010]

1955 Sapphire, automatic, one owner, radio, 21,000 miles; £1,295.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-5. [C1030]

ARMSTRONG SIDDELEY

G

S

GUY SALMON.

THE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial.

OFFER the following used examples:—

1955 (July) Armstrong Siddeley Sapphire 7-passenger limousine, fitted face forward, occasional seats but no division, 12,000 miles, radio, original spare tyres unused, late property of a chain of a large company, cost new over £2,900, offered at £1,795.

1955 (series) Armstrong Siddeley Sapphire, automatic gear box, grey box saloon, black/red interior, exceptionally well maintained, only 17,000 miles, license plates just fitted, all new tyres, Radiomobile, thoroughly recommended; £1,295.

1955 Armstrong Siddeley Sapphire saloon, black, 5 red leather, synchromesh gear box, 7,000 miles only, radio, loose covers, indistinguishable from new. £1,095.

1955 Armstrong Siddeley Sapphire saloon, 16,000 miles only in the hands of one very careful owner, gazelle fawn and black/beige leather, synchromesh gear box, radio, faultless condition; £1,095.

1955 Armstrong Siddeley Sapphire pre-selective gear box, black and beige fawn and black/grey leather, radio and Whitewall tyres, 21,000 miles, faultless condition; £1,095.

1954 Armstrong Siddeley Whitley 6-light saloon, 17,000 miles only, black/red leather, chauffeur kept, faultless condition; £895.

1953 Armstrong Siddeley Whitley drop head four-seater, some coupe finished in ivory, with matching upholstery and interior trimming, in every way an outstanding car of great appeal to the enthusiast; £585.

1948 Armstrong Siddeley Typhoon, black, with beige panels, immaculate condition; £345.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

1953 Sapphire saloon, pre-selective, black, guaranteed, only 14,855 miles; £875.—Campbell Symonds, Wembley 262.

ARMSTRONG SIDDELEY Sapphire saloon, Aug. 1954, radio, heater, grey, duo-tone black and grey. [C2013]

COMPREHENSIVE guarantee, hire purchase and part exchange; R.A.C. and A.A. examinations welcomed. [C2014]

CENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [C1891]

1956 (June) Armstrong Siddeley 234 saloon, 1,000 miles only, fitted overdrive and Derby 4054. [C4015]

1954 Armstrong Siddeley Sapphire, many ex-immaculate; £895.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096]

1948 Armstrong Lancaster 4-door sun saloon, perfect, tax December; £295.—Bruce France, 8a, Cromwell Mews, South Kensington. Flaxman 0013. [C1009]

£745—Armstrong Siddeley limousine, 1951, long wheel base 7-passenger, black/fawn, taxed privately, beautifully maintained, super condition. Below.

£365—Armstrong Siddeley Lancaster 18hp, 1951, finished black, all new tyres and new battery. May this year, moderate mileage authenticated by previous owner.

CAMDEN MOTORS, Leighton Buzzard. 234. Write for catalogue. Showrooms open until 8 p.m. [C1035]

SAPPHIRE, 1955, automatic transmission, beautiful car, maroon, grey, beige upholstery; £1,285.—Tonbridge Motor Service, Ltd., Tonbridge, Kent. Tonbridge 5288. [C2129]

ARCHIE SIMONS & Co., Ltd.—1947 Armstrong Siddeley Lancaster saloon, colour black, manual gear shift, in excellent condition; £1,285.—Great Portland St., W.1. Tel. 1543. [C4013]

1954 Armstrong Siddeley Lancaster 4-door saloon, twin exhausts, Servo brakes, low mileage, one owner, immaculate; £975.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081]

£895 Armstrong Sapphire 1954 pre-selective, wonderful condition; exchanges; terms.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Southbourne 43344. [C4024]

1954 Series 2 Sapphire saloon, twin carburetors, radio, heater, etc., one owner, perfect condition and appearance; £750.—Clayton Cars (London), Ltd., 1-7, Bruton Place, London, W.1. Hyde Park 9184. [C1050]

AZ MOTORS offer 1952-3 Whitley 4-light sports saloon, immaculate condition, small mileage, most attractive bargain; £495!!! Also 1947 Lancaster; £285!!! Also 1949 drop head; £325!!! Palmerston Rd., N.W.1. Tel. 4723. [C1011]

1955 Armstrong Siddeley Sapphire, elephant grey with red upholstery, heater, etc., twin carburetors, twin exhaust system; £1,325.

1954 Armstrong Siddeley Whitley saloon, black, brown hide, synchromesh gear box, company director's car, chauffeur driven, unmarked and in superb condition; £825.—George Hitchen, 3, North Park Drive, Blackpool. Tel. 25051. [C2009]

1952 Armstrong Siddeley Whitley saloon, black, brown leather, fitted radio and heater, nearly new tyres, smart coachwork; £445; terms, exchanges, 5 months' guarantee.—BRM Car Sales, Bath Rd., Cippenham, Slough, Bucks. Tel. Burnham 2105. [C2010]

395—Armstrong Siddeley 1951 Whitley sports saloon, grey, maroon leather, manual gear-change, heater, excellent condition; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Armstrong Siddeley Cars Wanted

ALMOST new Armstrong required immediately.—Merley, 76, Cambridge Rd., Kingston. Kingston 8885. [C3016/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ARMES OF ALBEMARLE ST., the Armstrong Siddeley specialist, are ready buyers of good Armstrongs.—28, Albemarle St. Tel. Hyde Park 9323. [W1109]

XXX Excellent cash price offered for good Armstrong Siddeley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Lengham 0012. [C1903]

PASS AND JOYCE, LTD., England's largest distributors, wish to purchase carefully used power units for Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [C1935/R]

Armstrong Siddeley Spares and Service
ACROT ENGINEERING, LTD.

ARMSTRONG SIDDELEY specialist; complete overhauls and engineering service; 48-hour exchange engine and gear box services; quick, guaranteed service by specialists; trade and retail.

PRESELECTOR gear boxes; exchanges, reconditioning 48 hrs.—Acrot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501 and 7521. [W644/R]

PASS & JOYCE, LTD., 27, Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselecter gear boxes undertaken.—Tel. Deansgate 6151.

PASS & JOYCE, LTD., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the official London Armstrong Siddeley service station for all after-sales service and parts and works at 154 Great Portland St., London, N.W.1. Colindale 5431. Armstrong Siddeley Motors, Ltd., Purley Way, Croydon, Surrey. [C769/R]

ASTON MARTIN

DUNCAN HAMILTON & CO., LTD., offer:—

1953 Aston Martin DB2 saloon, 17,000 miles only, grey with grey interior, Vantage engine, modified twin exhaust, heater, etc. £1,395. 33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091]

HWM official distributors offer:—

1956 Aston Martin DB2-4 Mk. 2 hard top coupe, finished duo maroon and silver beige uphol. this model is possibly the rarest of the marque, offered at a guide price of £2,000. [C1901]

ASTON MARTIN DB2 saloon, black red uphol. fitted 2.6-litre engine and column gear change, excellent condition; £1,095.

H. W. MOTORS, LTD., George Abecassis, Walton-on-Thames 2404-5-6. [C1987]

BROOKLANDS, London distributors.

1955 DB2-4 sal., red/beige, ex-careful owner, immaculate, guaranteed.

1954 DB2-4 sal., grey/red. Vantage engine, low mileage, guaranteed.

SEND for list 168 A.A.

103, New Bond St., London, W.1. Mayfair 8551. [C1029]

GUY SALMON AUTOMOBILES offer:—

1955 Aston Martin 3-litre drop head coupe, dark blue/blue leather, 14,000 miles only, superb condition, offered on behalf of £2,495. [C1901]

1934 Mk. II saloon. £215. 1935 Mk. II saloon, £199.—Friary Motors, Windsor 2008. [C1901]

DB3S competition 2-seater, virtually as new.—Chippendale Motors, Ltd., 197, Fulham Rd., Kensington, S.W.3. Flaxman 0058/7255/7154. [C1946]

1955 DB2-4, 3 litre, 10,000 miles, twin exhausts, one owner, now £2,095.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Eltham. [C1981]

1954 Aston Martin DB2-4, colour black, with excellent upholstery, works maintained, car in excellent condition; £1,595. Jack Smith, 23, Bruton Place, W.1. Mayfair 0661/2. [C1915]

J. H. BARTLETT, the Aston Martin buyers, offer the following bargains.—Aston Martin 1956 DB3S, never raced, as brand new; Aston Martin DB3, 160mph 2-seater, reduced to £950.—Pembroke Villas, W.11. [C1915]

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

BROOKLANDS, 103, New Bond St., London, W.1. Mayfair 8551. [W1929]

DB2-4 required for cash, private buyer, must be perfect.—Box 3082. [C1902]

DB11, d.h.c. wanted.—Tel. Stoneygate 6071, 112, Edgwarebury Lane, Edgware, Middlesex. [C1902]

ASTON MARTIN cars wanted for cash: full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. [C1936/R]

Aston Martin Spares and Service
FRIARY MOTORS, LTD., Spares, sales and service for pre-war Astons.—Old Windsor, Windsor 2002/3. [C1936/R]

AUSTIN A30

WHAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 (December) Austin A30 4-door saloon, green with beige upholstery, low mileage, one owner, excellent condition; £695. Our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C1902]

HPG
£390 A30 4-door saloon, heater, wing mirrors, screen washers, black, red interior, one owner.—Highgate Park Garage, Ltd., Becontree Rd., Highgate Park, E.4. Larkwood 7208. Sundays 2051. [C1902]

AUSTIN A30

MANN EGERTON

1955 Austin A30 2-door saloon, black, grey upholstery, mileage 12,625; £495. [C2005]

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park [C2006]

H. A. SAUNDERS, LTD., offer:—

1955 A30 2-door, black, red upholstery, heater, etc., recorded mileage 12,625; £495.

A30, 2-door, grey, red upholstery, heater, recorded mileage 10,355; £495.

1955 A30 2-door, black, red upholstery, heater, recorded mileage 10,220; £495.

H. A. SAUNDERS, LTD., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C1902]

GUY SALMON AUTOMOBILES offer:—

1955 Austin A30 2-door, de luxe saloon, heater, heater, windows, ash trays, etc., quite as new, £495.—Portsmouth Rd., Thames Ditton. [C1901]

HENLYS offer with 4 months' guarantee:—

1955 Austin A30 Countryman, wing mirror and door pillar mirror, one owner, grey with tan interior; £545. [C1901]

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 3721. [C1901]

BROADWAY MOTORS, HOUNSMOOR, offer:—

1955 11-1955 A30 Countryman, grey, beige interior, one owner, 9,000 miles, absolutely unmarked. [C1901]

£435 11-1955 A30, 11,000 miles, one owner: £435.—Hanworth Rd., Hounslow, Middx. [C1913]

DIXON'S GARAGES (PUTNEY), LTD., offer:—

1955 A30 Countryman, grey, 8,000 miles, one owner, as new.—134, West Hill, Putney. [C1901]

1956 Austin A30 2-door saloon, green, low mileage; £480.

H. A. SAUNDERS, LTD., Austin House, Highfield, H. Golders Green Rd., N.W.1. Speedwell 0011. [C1901]

1955 A30 saloon, 3,500 miles only, taxed as new; £475.—Friary Motors, Windsor 2003. [C1901]

1954 (December) A30 4-door, 16,000 miles, under-sealed, spare unused, etc.; £440.—Western 1275. [C1901]

1955 A30 4-door, heater, taxed, immaculate, one owner; £490.—Holland Park Autos, 142, Holland Park Ave., W.8. Park 2626. [C1901]

1955 (February) Austin A30 2-door saloon, black, few 24,000 miles; £435.—Salmons Garage, Ltd., Temple Bar 3358. [C1901]

1954 Austin A30 4-door, black; £445.—Gardner & Co. (Hendon), Ltd., Sunny Hill 3359 & 3400. [C1901]

1954 Austin A30, heater, 4-door saloon, very low mileage; £425.—Cavendish Motors, Cavendish Rd., Willesden 0046-7-8. [C1912]

1956 (July) A30 2-door saloon, only 200 miles, cost £555; accept £505.—Pinner Motor Co., Tel. Pinmer 456. [C1901]

1955 Austin A30 Countryman, green, heater, one owner; £550.—Brew Brothers, Ltd., 153, Bromley Rd., S.W.1. Tel. 5533. [C1901]

1955 Austin A30 saloon, £475.—Montrose Motors (H. B. Hobson), 91-95, New End Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C1901]

1953 (October) A30 4-door saloon, blue, black interior, twin heater, excellent condition; £399. [C1901]

1953 (October) A30 4-door saloon, black, blue interior, heater, excellent condition; £399. [C1901]

ALEXANDER Levastall H-Power conversions for A30, amazingly improved performance and economy; send for data sheet and road tests. [C1901]

ALEXANDER ENGINEERING Co., Ltd., Edgware, Bucks, Tel. Haddenbury 2345. [C1901]

1955 Austin A30 2-door saloon, black, grey interior, H.M.V. radio, heater, 4,900 miles only, practically new; £515.—Thornton Heath 5473-4. [C1904]

GUARANTEED unblemished 3,000 miles 2-door saloon, grey/red upholstery, overriders, ashtrays, quarter windows, indistinguishable new, director's car, new price £565; accept £499. [C1904]

AUSTIN HOUSE, HIGHFIELD, GOLDERS GREEN RD., N.W.1. Speedwell 0011. [C1904]

1955 Austin A30 4-door saloon, with heater; £450. [C1901]

hire purchase and part exchanges welcomed—Herstal & Mills, Church Rd., Ashford, Middlesex. [C2035]

1953 (October) Austin A30 4-door saloon, black, tan upholstery, one owner, heater, superb condition; £445.—Hillwood Motors, Mill Hill (London) 4232. [C1901]

1956 Austin A30 Countryman, grey, heater, price increase £697.7. ex-works.—Brooklands, 103, New Bond St., London, W.1. Mayfair 7773. [C1901]

1955 Austin A30 2-door saloon, one owner, low mileage; £445.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 3351. [C1901]

PRIDE & CLARKE—1955 Austin A30 4-door saloon, low mileage, heater, from £449. 1954, 2- and 4-door, low mileage, heater, from £419.—Stockwell Rd., S.W.9. Brixton 0251. [C1901]

425—Austin A30 1954 saloon, Windsor grey, one owner, excellent condition; terms, exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6001. [C1901]

TANKARD & SMITH, LTD., offer 1955 Austin A30 4-door saloon, black/beige, one owner, 17,000 miles, heater, superb car; £465. 3 months' written guarantee. [C1901]

1954 Austin A30 2-door saloon, grey/blue, one owner, heater, 10,000 miles only; any inspection, 3 months' guarantee; £435.—Trinity Cars, Ltd., 64, North Side, Wandsworth Common, S.W.18. Vandake 1166. [C1904]

1953 (November) Austin A30 Somerset, black, heater, one owner; £450.—Orpington 22438. [C1901]

1952 Austin Somerset saloon, blue with beige interior, seat covers and extras; £475.—Bottomgate Motors Ltd., Bolton Rd., Darwen T74. [C1901]

1955 Austin A40 saloon, blue with fawn interior, 10,000 miles only, fitted heater, one owner; £595.—Thornton Heath 3473-4. [C1904]

AUSTIN A30

NEW Austin A30 saloons, taxed and insured ready to drive away, exchanges welcomed—any car accepted as whole or part deposit, balance over 24 months; tax and insurance included in terms.—Pride & Clarke, Ltd., 158, Stockwell Rd., S.W.9. Brixton 0251. [C1908]

Austin A30 Cars Wanted

C

CAR MART Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1908/R]

ALMOST new A30 required immediately.—Morley, 76, Cambridge Rd., Kingston 8841. [C1908/R]

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [C1908/R]

AUSTIN TEN

AUSTIN 10, 1937, excellent condition, new valves, A3 brakes refined; £135.—Flaxman 5306. [C2017]

1947 Austin 10, really outstanding car; £295.—Kirkdale Cars, Kirkdale, Sydenham, 6129. [C2008]

1947 Austin 10 saloon, splendid condition; £300.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C2019]

1939 model Austin 10 saloon, mechanically sound, tyres good, paintwork fair; £135.—Gordon Wooderson, 48a, Drewsteed Rd., S.W.16. Streatham 8638. [C1909]

1939 Austin 10 de luxe Cambridge saloon, finished in the original colours of dark blue bodywork with black wings, interior upholstered in real hide fitted sunshine roof and all excellent types, taxed for 10 years, miles 10,000, in really excellent condition throughout a really very good example of this economical and reliable car; £195. [C1909]

MAJDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Tel. 3457. [C1900]

AUSTIN TEN Cars Wanted

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [C1908/R]

AUSTIN A40

CAR MART, LTD.

SOLE London Austin distributors.

1954 Austin A40 Somerset coupe, heater; £520.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1909]

ELM AUTOSALES offer:—

1949 Austin A40, blue cellulose completely unmarked, heater, sunroof, loose covers, recon. engine, 18,000 miles, fair, above average; £26-30. [C1907]

ELM AUTOSALES offer:—

1952 Austin A40 sports, black beige leather, low mileage, superb condition throughout; £475. [C1907]

ERIC HAYES, LTD., offer:—

1949 Austin A40 Devon, fitted sunshine roof, heater, most desirable car; £345. [C1907]

ERIC HAYES, LTD., 15, Bishops Bridge Rd., W.2. Ambassadors 8266. [C1907]

H. BEAST & CO., LTD., offer:—

1954 Austin A40 Somerset saloon, black, tan roof, well maintained by one owner and very clean throughout; £535-102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1901]

H. A. SAUNDERS, LTD., offer:—

1954 A40 convertible coupe, black, red upholstery, recorded mileage 17,953; £550. [C1901]

H. A. SAUNDERS, LTD., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C1902]

WARWICK WRIGHT, LTD., offer:—

1954 Austin A40 saloon, fawn, red upholstery, 18,000 miles; £525. [C1904]

WARWICK WRIGHT, LTD., 150, New Bond St., W.1. Mayfair 7961. [C1904]

SEYMORE & CLEMENTS, LTD., offer:—

1952 Austin A40 Somerset, one owner, beautiful order; £460-38. Watford Way, Hendon 2146. [C1907]

1953 A40 Somerset, one owner; £425; hire purchase Dene 265. [C1908]

1952 Austin Somerset, one owner; £425; hire purchase Herbold & Mills, Church Rd., Asford, Middx. Tel. 2980. [C1905]

SIMPSON'S MOTORS (WEMBLEY), LTD., English car-a-leis division, offer:—

1953 Austin A40, fitted heater; £445. [C1901]

1949 Austin A40, £325. [C1901]

355 High Rd., Wembley, Middx. Tel. Wembley 4422. [C1901]

1953 (November) Austin A40 Somerset, black, heater, one owner; £450. [C1901]

1952 Austin Somerset saloon, blue with beige interior, seat covers and extras; £475. [C1902]

BOTTOMGATE MOTORS Ltd., Bolton Rd., Darwen T74. [C1902]

1955 Austin A40 saloon, blue with fawn interior, 10,000 miles only, fitted heater, one owner; £595. [C1904]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1954 Austin A40 saloon, radio, loose covers, wing mirrors, one owner, black with beige interior; £585.

P. & S. JOYCE, Ltd., 184-188, Great Portland St., London, W.1. Museum 1001. [C3039]

1952 (late) Austin A40 sports, mechanical condition above average, green with beige uphol-

ster, £515. **THE ONSLOW MOTOR CO., Ltd.**, 28, Onslow St., Guildford 67227-8. [C3099]

1954 Austin A40 Somerset saloon, splendid condi-

tion, de luxe model, one owner, heater and

leather; £515. **FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220,

Cricklewood Broadway, London, N.W.2. Gladstone

2234. Open week-days 8 a.m. to 6.30 p.m. [C2008]

1953 model Somerset saloon, grey, 29,000 miles, extras, excellent car; £465. **Robins, East Putney**, Tel. 7881. [C2010]

1954 A40 18,000 miles, one owner, heater, extras, perfect, grey, leather; £525. **Barkers Garage, William St., Windsor, Tel. 776.** [C2269]

£485. 1953 model Austin A40 Somerset, grey, one

owner, heater, radio, etc.—**Hawstock Garage, 50, Hawstock Hill, N.W.3.** Gulliver 2422. [C2093]

1954 A40 convertible, one owner, low mileage,

heater, radio, undersigned, as new; £495. **Wilson, D. Ltd.**, Chobham Rd., Frimley. [C2231]

1952 Austin A40, recon. engine, 3,000; £465. **Smith & Hunter, 376, Kensington High St., W.14.** Tel. Western 2312. [C4019]

1951 Austin A40, radio and heater, excellent car

throughout; £575. **Kirkdale Cars, Kirkdale, Sydenham, Tel. 356.** [C3068]

1952 (Sept.) Austin A40, taxed December, good

condition throughout; £425. **Chowns Garage, 29, Islington Green, N.1.** Open day and night. [C1096]

1954 Austin A40 Somerset de luxe saloon, heater,

leather, as new; £525. **A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9.** Colindale 3185. [C3096]

1953 Austin A40 Somerset convertible, black with

red leather upholstery and hood, fitted radio and heater, very low mileage, condition as new; £525. **JOHN CAMPBELL MOTORS, Ltd.**, 415, Holloway Rd., N.7. Tel. North 4441. [C1036]

A USTIN A40 Somerset. Sept. 1953, de luxe saloon,

one careful owner, immaculate condition; £515. **Brent Cross Garage, Hendon Way, N.W.4.** Speke 198. [C1097]

1951 Austin A40 saloon, grey/blue interior, heater,

good order throughout; £425. **Trinity Cars, 94, North Side, Wandsworth Common, S.W.18.** Vandey 1166. [C4054]

£525. Somerset coupe, 1953/4, H.M.V. radio,

heater, black/red, spare unused, one owner, as new condition throughout.—**Value Cars, East Sheen, Prospect Road, 7520.** [C2058]

1951 Austin A40 saloon, de luxe, sun roof, heater,

green, carefully used car in exceptional condition; £415. **Northways Garage, Swiss Cottage, N.W.5.** Primrose 1127. [C3026]

£449. 1952 Austin A40, immaculate condition.

Fargain, G.P. (Balham), Ltd., 2a, Balham Hill, Balham, S.W.12 (100 yards Clapham South Tube). Batt. 1107. [C2024]

1952 (Nov.) Austin A40 Somerset saloon, grey,

few miles, one owner, heater, immaculately maintained; £475. **Hillwood Motors, Mill Hill, London, 4232.** [C2108]

A USTIN A40 d.h. coupe, first registered Dec. 18,

1953, 18,000 miles, radio, heater, windscreen

washers, leather, one owner, excellent condition; £520. **Barkers Garage, William St., Windsor, Tel. 776.** [C2056]

345—Austin A40 (October) 1949 Devon saloon,

leather, heater, excellent condition; terms, changes, list; open 9-7 week-days and Saturdays.

Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1951 registered October 1950, Austin A40 saloon,

fitted H.M.V. radio, heater, loose covers, tax-free, excellent example in outstanding mechanical condition, this is the de luxe model with sunshine roof, a very genuine example; £370. **MALDON ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457.** [C3000]

Austin A40 Cars Wanted

C AR MART, Ltd., London distributors, are anxious

to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16, Oxford Rd., Ealing, W.5. [C0977/B]

R OWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Austin A40.—**Hampstead (Tube), N.W.5.** Ham. 6041. [C4018/B]

A LMOST new A40 required immediately.—**Morley, 76, Cambridge Rd., Kingston, 8885.** [C4092]

A40 buyers.—**Motorists (London), Ltd.**, Great North Rd., East Finchley Station, N.E.2. [C2018]

XXX Excellent cash price offered for good

Austin A40.—**H. F. Edwards, 154, Great Titchfield St., London, W.1.** Tel. Langham 0012. [W2003]

AUSTIN A50

H. A. SAUNDERS, Ltd., offer:—

1955 A50 Cambridge de luxe, grey, green uphol-

stery, 22,000 miles, £115; £550.

1955 A50 Cambridge de luxe, black/red uphol-

stery, recorded mileage 6,115; £715.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North

H. Finchley, N.12. Hillside 5272 (8 lines). [C4092]

ALEXANDER Laystall Hi-Power conversions for

A50, amazingly improved performance and

economy; send for data sheet and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

AUSTIN A50

H. A. SAUNDERS, Ltd., offer:—

1955 A50 Cambridge de luxe, grey, green uphol-

stery, 22,000 miles, £115; £550.

1955 A50 Cambridge de luxe, black/red uphol-

stery, recorded mileage 6,115; £715.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North

H. Finchley, N.12. Hillside 5272 (8 lines). [C4092]

ALEXANDER Laystall Hi-Power conversions for

A50, amazingly improved performance and

economy; send for data sheet and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

AUSTIN A50

H. A. SAUNDERS, Ltd., offer:—

1955 A50 Cambridge de luxe, grey, green uphol-

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H. A. SAUNDERS, Ltd., 836-842, High Rd., North

H. Finchley, N

USED CARS FOR SALE AND WANTED - SPARES AND SERVICE

AUSTIN A90 (6-cyl.)

AUSTIN A90 Westminster (November) 1955, 11,000 miles, demonstration car in perfect condition: £710. Brent Cross Garage, Hendon Way, N.W.4. Tel. 396-1961.

1955 (October) Austin A90 de luxe, spruce green, immaculate: £695. Dobsons, Ltd., Austin Agents, Staines 801. [C1074]

1956 £750. Alpine Bushey Garages, Ltd., 83-85, High Rd., Bushey Heath, Herts. Bushey Heath 3282. [C1119]

1955 (Sept.) Austin A90 Westminster, fitted radio, heater, two-tone leather, mileage 10,000: £650. Ireland, New St., St. Neots. Tel. 37. [2169]

1956 (series) 16/11/55 Austin A90 Westminster de luxe saloon, black/brown hide, heater, Ace Radio, radio, tape, radio and heater, new, in excellent condition: £695. [C1121]

ALWOOD GARAGE Alwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107]

ROSE YOUNG, Ltd., offer: 1955 Austin A90 Westminster saloon, 5,000 miles only, fitted twin carb., green washers, etc. as new: £765. 66/69, Sternhold Avenue, Cheshunt, Herts. Tel. 29000. Streatham Hill Station, Tulse Hill 6464 & 8184. [C3057]

AUSTIN EIGHTEEN

AUSTIN 1800 Limousine, 1959; £225 o.n.o.—Sunnyhill 2918. [C2020]

LI MOUSINE 1959, 1800 brown leather, excellent mechanically, good condition, black: £365. JACK ALPE LI MOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103]

AUSTIN A125 & A135

CAR MART, Ltd., SOLE London Austin distributors.

1955 56 Austin A135 Princess l.w.b. limousine, heater: £2550.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039/1]

CAR MART, Ltd., SOLE London Austin distributors.

1951 Austin A125 Sheerline l.w.b. limousine, heater: £995. [C1039]

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039]

JACQUIER, Ltd., offer:—

1950 Austin Sheerline, black, in nice condition: £995. [C2045]

JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2045]

TOM GARNER, Ltd., offer:—

1955 Austin A135 Princess 7-pass. lim., black/lthr./cloth, 5,000 miles only: £2,750. [C1102]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 8247. [C2040]

HEARSEYS? Brochures available. We stock Deck and Bearers on the Princess, inspection invited.

A LPE AND SAUNDERS (COACHEBUILDERS) LTD. Station Approach, Kew Gardens, Richmond 1161. [C1062]

1952 Sheerline, exceptional condition throughout, 5,000 miles only: £995. [C1102]

D F. WYATT, Ltd. 31-35, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 6988. [C4064]

A & S LTD. A125 L.W.B. Limousine, one private owner, outstanding condition: £995. See also under Limousines column.

A LPE & SAUNDERS (LTD.) (Limousines Purchased), 1, Provost Court, North Audley Street. (Near Selfridges), Mayfair 2941. [C1066]

L IMOUSINE 1954 lwb Princess, one private owner, forward occasions, leather throughout, heater, radio, 24,000 only, immaculate, black: £2,150.

L IMOUSINE 1952 lwb Sheerline, one private owner, forward occasions, loose covers, excellent throughout, black: £995. [C1103]

JACK ALPE LI MOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103]

A USTIN Sheerline, 1949, new engine, excellent condition: £350. Barker Garage, New William St., Windsor, Tel. 776. [C2267]

1950 Austin Sheerline saloon: £375.—Montroo Red, Buckland Hill, Essex. Tel. 771-2. [C5088]

1950 Austin Princess l.w.b. limousine, electric division, heater, radio, one owner: £525. H. E. Griffin Motors, Ltd., Hounds Heath 395. [C1100]

1950 (Dec.) Austin Sheerline limousine, black, brown upholstery, heater, radio, 7-seater, guaranteed: £995. Henlys, Cheltenham Rd., Bristol 2126. [C2174]

1951 model Sheerline sun saloon, grey/grey hide interior, radio and heater, taxed year, low mileage, 5,000 miles only: £495; consider part exchange: 14, Bulkington, Andover, Wiltshire 3890. [C2027]

A USTIN Sheerline silver grey with grey hide upholstery, radio and heater, beautifully kept and in absolutely immaculate condition; written guarantee: £465.

SIDFORD CAR SALES, 96-116, Commercial Rd., Southampton. Southampton 25252; open daily to 9 p.m. [C4096/1]

G & M ALFREDS (1926), Ltd.—1953 (Sept.) Austin Princess saloon, black, above average, all extras, a one private owner vehicle: 1951 (date) Austin Sheerline, recorded mileage 18,000, all extras, indistinguishable from new throughout: £67. Warren St., W.1. Euston 3268. [C1005]

A USTIN Princess in superbly kept condition, 34,000 miles only, and in general order, the engine, front and rear, with front wheel, and West of England trimming, fitted with radio and heater, four new tyres on road wheels and unused spare, an outstanding car in every respect; written guarantee: £650.

SIDFORD CAR SALES, 96-116, Commercial Rd., Southampton. Southampton 25252; open daily to 9 p.m. [C4096/1]

Austin A125 and A135 Cars Wanted

ALMOST new A125-A135 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8846. [W3016/R]

Austin A125 and A135 Cars Wanted

C

M

CAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [C0352/R]

C

M

CAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C0357/R]

XXX Excellent cash price offered for good Austin Sheerline.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005]

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WE buy Austins, 1936-56.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [C1394]

MARSTON MOTOR CO. for your Austin.—Tel. SW. 0576 & Seven Sisters Rd., Tottenham, N.15. [C1036/R]

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributor, urgently require late type Austin.—Tel. Weybridge 2233. [C041/R]

Austin Spares and Service

A FOR Austin—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 3.6 BMC diesel spare parts and conversion sets as stock: Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., W.S.19. Wim. 0123. [C0414/R]

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C0226]

THE CAR MART, Ltd.

LONDON distributors.—Spares parts for all model Austin cars and Austin 7.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and 16, Upper Edge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0054); 163, Bromley Rd., Cattford, S.E.6 (Hither Green 6111). [C1060/R]

AUSTIN, the main agents for spares, service and repairs.

THE LISTER ENGINEERING CO., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-60. [C1019/R]

AUSTIN genuine spares and specialist service in the U.K. [C1039]

S. T. MORRIS & CO., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C1050/R]

HAMMERSMITH, W.6. Rogers' Garages, Engineers, Wellesley Ave., Riveaide 2644. Sales and Service. [S3054]

AUSTIN spares, any model, any part; largest garage in U.K.; exchange units; try Northwood 5188-44-47. Newton Caeuse, S.E.1. Hop. 2632/2620. [C1072/R]

G. NORMAN & CO., authorised Austin main spare parts stockist, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. [C1021/R]

WE specialize on gear boxes, gears, repairs (guaranteed) 1934 onwards; estimates free; seat covers £5.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 2647. [S4100]

AUSTIN spares, all models, keenest prices, send for free.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280. [C0485/R]

AUSTIN parts and components for cars, vans and commercial vehicles.—Gibbs, Ltd., Main Parts Store, 1, Newgate St., London, E.C.1. Tel. Holborn 5277-5. [C1039/R]

P RYNN & STEVENS, Ltd., the South London Austin depot.—Full range of parts and units in stock; engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acme Lane, S.W.2. Tel. 1155. [C1014/R]

AUSTIN-HEALEY

TOM GARNER, Ltd., offer:—

1955 Austin-Healey 100 roadster, black, htr., overdrive, 5,000 miles only: £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 8247. [C2020]

METCALFE & MUNDY, Ltd.

AUSTIN-HEALEY, first registered March, '56, BN1 series, 3,000 miles only, absolutely as new: £845.

METCALFE & MUNDY, Ltd., 280, Old Bond St., Tel. S.W.5. Fr. 5471/0186-7. [C3064]

1956 Austin-Healey, latest series, 9,000 miles only: £950.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

1955 Series, sports, black/red, unmarked, £600 including radio: £685; terms, ex-changes.—K. N. Rudd, Worthing 7775-4. [C2271]

£745—Late 1955 light blue special—Chipping Barnet, Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/725/7154. [C1046]

1954 100, low mileage, twin spots, luggage grid, wing mirrors, immaculate; £745.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. [C4081]

J. H. BARTLETT, the Austin-Healey buyers: Austin-Healey 1956, small mileage, as new: £795; Austin-Healey 1955, 10,000 miles, £745; Austin-Healey 1954, excellent condition, £650.—27, Pembridge Villas, W.11. Tel. 2254. [C1013]

AUSTIN-HEALEY

1955 Austin-Healey 100, beautiful condition, one careful owner, spare unused, green: £745.—66, 69, Sternhold Avenue, Streatham Hill, S.W.2 (one minute Streatham Hill Station), Tulse Hill 6404 and 8182. [C3057]

1955 Austin-Healey, duo red and black, to the appraiser, new, low mileage, radio and heater plus all extras, unrepeatable: £751.—Jack Pozner Automobilia, 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063]

Austin-Healey Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Austin-Healey—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ALMOST new Austin-Healey required immediately.—76, Cambridge Rd., Kingston. Kingston 8846. [C1018/R]

HEALEY Car Sales require urgently good Austin-Healeys.—42, North Audley St., W.1. Mayfair 5307. [C3063]

XXX Excellent cash price offered for good Austin-Healey.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005]

AUSTIN-HEALEY Spares and Service

AUSTIN-HEALEY spares and service, for specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression available.—Service: Donald Healey Motor Co., Ltd., 2-4, Reece Mews, South Kensington, Tel. Kensington 1004. [C3051]

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.). [C1062/R]

CAR MART, Ltd.

MARLON, Ltd.

1948 Bentley 4½-litre saloon; £1,450.

CAR MART, Ltd., Gloucester House, 150, Park Lane (Corner of Piccadilly). Grosvenor 3434. [C1039]

H. C. PAUL, Ltd.

1952 Bentley, Standard steel saloon, one owner, Tudor grey, grey interior, exceptional condition: £1,875.

1949 Bentley, standard steel saloon, fitted with reconditioned full flow engine, grey and blue, very exceptional: £1,425.

1947 Bentley, standard steel saloon, black/brown, exceptional for year: £1,025-32. Bruton Place, Berkeley Square, W.1. Mayfair 0621-2. [C3040]

PB, Ltd., offer:—

1934 3½-litre Park Ward sports saloon, in very good condition throughout.

PADDON PROS, Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033]

H. R. OWEN, Ltd.

From our large and comprehensive stock we have chosen the following cars as examples:—

1955 R type standard saloon, fitted with automatic gear box, finished in velvet green with green hide upholstery, 14,000 miles, fitted with loose covers: £3,750.

1954 R type standard saloon, fitted with automatic gear box, finished in black, with tan hide upholstery, 27,436 miles, registered December: £3,500.

1954 Continental saloon, with coachwork by H. J. Mulliner, synchromesh gear box, finished in Circassian blue, with red hide upholstery, 35,000 miles: £5,300.

We are interested in the purchase of Bentley cars and in the communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032]

MANN EGERTON.

1955 Bentley R type automatic gear saloon, Tudor grey and light grey: 16,000 miles.

Bentley R type automatic gear saloon, black with brown leather upholstery: 13,000 miles.

Bentley R type saloon, Tudor grey, 20,000 miles. [C2005]

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073.

JACQUIER, Ltd., offer:—

1937 series H.K. 4½-litre. Hooper body, 4-door saloon: £495.

1936 3½-litre Barker 2-door sports saloon, heater, specification E528.

1934 black, engine just overhauled: £545.

1934 3½-litre Barker coupe 2-door, grey with red interior: £495.

SEVERAL others in stock.

JACQUIER, Ltd., 125-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2042]

USSELL MOTORS offer:—

1937 4½-litre Park Ward special saloon, black and silver, engine overhauled last year.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 49, Sloane St., S.W.1. Sloane 9288. [C3060]

1953 Bentley Continental, 23,000 miles, one owner since new: £4,600.

FARNHAM MOTOR CO., Ltd., Downing St., Farnham, Surrey. Tel. Farnham 6151. [C3019]

1940 4½-litre Bentley with overdrive, black Park Ward razor-edge saloon, radio: £775. [C2074]

5510. [C2074]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)
SWANMORE GARAGE, Ltd.

£1385—Bentley Mk. VI (October 1949), engine just over 1000 miles, beautiful condition.
£3195—Bentley 4½-litre 1952 Continental style 4-door by James Young, 31,000 miles, one owner, cost over £7,000.
£1695—Bentley Mk. VI 4½-litre H. J. Mulliner, magnificent condition, just overhauled.
£395—changes terms—Ward saloon, 1936; ex-SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southborne 43544. [C4024]

METCALFE & MUNDY, Ltd.

1934 drop head coupe, in immaculate condition; **£365**.
completely original with excellent history; **£365**.

£365—METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Tel. 5471/0186/7. [C3064]

DUNCAN HAMILTON & Co. offer:—

1949 Bentley razor edge sports saloon by H. J. Mulliner, finished in black, grey hide interior, radio, heater, picnic tables, etc., full service history, including engine overhauls by B. & S. Motors, this extremely pretty car is offered at **£1,485**.
33, High Rd., Byfleet, Surrey. Tel. 5101 by day and night. [C1091]

GUY SALMON AUTOMOBILES offer:—

1950 Bentley Mark VI standard steel saloon, superb original condition throughout, 31,000 miles only, £2,695. Portsmouth Rd., Thames Ditton, Emberrow 5551-2-3. [C4001]

SANDERSON AND HOLMES, Ltd., Derby.

The official Rolls-Royce and Bentley retailers and representatives for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

1952 Bentley standard steel saloon, Tudor grey, two owners, similar to 1950, and offered by us, in exceptionally good condition; thoroughly recommended, subject to 6 months' guarantee; credit facilities; £2,200.—London Road, Derby. Tel. Derby 47471. [C4075]

WOKING MOTORS, Mercedes distributors.

1951 Bentley Mark VI saloon, black, red, 30,000 miles, as new; £1,750.—Maybury Hill, Woking 4277-8. [C4057]

CENTRAL GARAGE (CROYDON), Ltd., offer:—
1947 (June) Bentley Standard steel saloon, finished in dark green, very carefully maintained; £1,150.—Fell Rd., Croydon. Tel. Croydon 7464. [C1098]

WILLIAM GORDON CARS OF COVENTRY offer:—
1949 (October) Bentley standard steel 4½-litre

saloon, finished in midnight blue with blue leather interior, taxed December; magnificent condition throughout; £1,375; terms and exchanges.

WILLIAM GORDON CARS, Sovereign Road Garage, Sovereign Rd., Earlsdon, Coventry. Tel. Coventry 62813. [C2102]

JACK OLDFING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce retailers, offer:—
£55—Bentley saloon, automatic; £3,650.

£54—Bentley Continental saloon by H. J. Mulliner, synchromesh; £5,300.

£53—Bentley saloon, synchromesh; £2,650.

£52—Bentley saloon (one owner); £2,250.

£48—Bentley saloon by H. J. Mulliner; £2,100.

All the above cars have been passed by our officially appointed service department.

UDLEY House, North Audley St., W.1. Mayfair 5242. (Open to 7 p.m.) [C3030]

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—
Bentley automatic gear box saloon, velvet green, 16,000 miles; £3,675.

Bentley automatic gear box saloon, green, one owner, 29,000 miles; £3,475.

1954 Bentley automatic gear box saloon, grey and black, one owner, Dec. 1954, 12,600 miles; £5,750.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

CLARKES OF PIRBRIGHT, Ltd., officially appointed Bentley retailers, offer:—
3½-litre Bentley Park Ward, good condition; £435.—Guildford Rd., Pirbright, Surrey. Brookwood 2201. [C1048]

BENTLEY specialists—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 834. [C1048]

BENTLEY 4½-litre drop head, 1937. £565; Bentley 3½-litre Hooper saloon, 2 owners, 1934. £355.

BENTLEY 6-litre chassis, 1951, unknown, offers:—
Bentley 6-litre drop head, 1925. £625.

BENTLEY 3½-litre coupe, £145; Bentley 4½-litre V.D.P. tourer, magnificent condition; £345.

BENTLEYS urgently needed for cash; 3 months' guarantee.—See under sports car column. [C3041]

WEYBRIDGE AUTOMOBILES, Ltd., official Bentley

retailers, offer:—
Bentley Standard saloon, automatic, one owner, an immaculate car with faultless history, guaranteed mileage 23,000; £5,650.

1952 guaranteed mileage 32,800, a genuine car in first-class condition; £2,250.—Queens Rd., Weybridge, Tel. 2233. [C4094]

1951 (May) Bentley Mark VI standard steel saloon, black, beige hide, one owner since new, low mileage, special condition; £1,695.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4781. [C1048]

£395—1935 3½-litre Bentley saloon, excellent condition—Le Circe Eliers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055]

BENTLEY (3½, 4½-litre and New 4½-litre)

1954 (October) R type sports saloon, automatic gear box, finished black, brown hide, 17,500 miles on clock, £5,600.

WADHAM BROS., Ltd., Banister Rd., Southampton. Tel. Southampton 2269-5. [C1718]

1947 Bentley standard steel saloon, black, brown hide, moderate mileage, very clean inside and out, mechanically very good; £1,100; terms, exchanges.

NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brum-
wick St., Newcastle-under-Lyme, Staffs. Tel. 6266-7-8. [C1256]

1948 (April) Bentley Mk. VI standard saloon, black, brown hide, an excellent example, with good history; £1,095. Also.

1951 (March) Bentley Mk. V standard saloon, grey, 31,000 miles only; a superb example; £1,795; exchanges, deferred terms.—John E. Trotter, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4035]

1954 (November) Bentley standard steel saloon, automatic gear box, Tudor grey and black, with red leather; £3,650.

IPSWICH AUTOMOBILES, Ltd., Huddersfield, Leeds. [C3100]

A THOMAS CROOK—1953 (July) R type saloon, grey, genuine, 28,000 miles, full Bentley history, from new; £2,950.—High St., Essex 4589. [C1068]

CASS'S MOTOR MART.—1935 Bentley 3½-litre C Ward sports saloon, recent £750 overhaul, genuine 77,000 miles.—5 Warren St., W.1. Euston 4110. [C1040]

1937 Bentley 4½-litre Derby built sedan by Barker, recellularised and new hood, excellent condition, mechanic maintained; £700.—Box 3550. [C1288]

1948 Bentley standard steel saloon, black, nominal mileage; £1,195.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085]

1956 (May) latest S type Bentley saloon, due grey, 6,000 miles; £5,100; exchanges; hire purchase.

—Corner (Car Sales), Ltd., Albion St., Leeds. Tel. 31618. [C2137]

1935 3½-litre drop head coupe, one owner for several years, good order throughout; £275.— Davies Motors, Ltd., 275, London Rd., Staines. Tel. 4211-5. [C1080]

1949 Bentley standard steel saloon, maroon and black with maroon upholstery, fitted radio and heater, in exceptionally fine condition throughout; £1,350.

1951 Bentley big bore saloon, colour dual grey with blue upholstery fitted heater and radio, very fine condition; £1,875.—Gavin Fairford, Ltd., Virginia Water. Tel. Wentworth 3154. [C2099]

A RCHIE SIMONS & Co., Ltd.—1936 Bentley sports saloon by H. J. Mulliner, 2-tone grey, very good example of this popular model; £575.—93, St. Portland St., W.1. Lans 1545. [C4013]

1948 Bentley Mark VI special sports saloon by James Young, cost £5,450 new, colour green, in impeccable condition throughout, five new Indian twin seats, £2,650. [C2137]

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., Sanderstead 4260. [C4055]

1954 model (delivered May) Bentley R type saloon, automatic gear box, mileage 31,000, condition, exceptional throughout; price £3,150.—Grose, Ltd., Northampton. Npton 31682. [C1714]

£495—1937 Bentley 4½-litre sports saloon, immaculate and spotless condition throughout; also choice another in genuinely mint condition throughout, probably the best you have ever seen.

ROSES OF WOOD GREEN (Established 1897)—100 guaranteed cars; exchanges; hire purchase; 421-423, High Rd., Finchley 6222. [C2052]

1953 Bentley R type saloon, one owner, 27,000 miles, in most immaculate condition throughout.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [C2035]

1952 Bentley 3½-litre Mark VI, Young saloon, body 24,000 miles, has just been completely overhauled and resprayed an attractive lime green colour; £3,500.—Mr. Pitt, Ambassador 7799. [C2086]

1949 Bentley Mk. VI 4-door razor-edge sports saloon by James Young, dark green, with beige upholstery, whole car in magnificent condition; £1,525.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4062]

£1285—1950 (Aug.) Bentley saloon, grey, blue upholstery, radio, heater, spotlights, one owner, tax year, new tyres; terms.—Slim Motors, 111, Bennett Rd., Higher Crumpsall, Manchester. Tel. 2302. [C2052]

1953 Bentley R type saloon, one owner, 27,000 miles, in most immaculate condition throughout.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [C2035]

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1955 model (delivered December 1954), Bentley R type saloon, automatic gear box, mileage 16,000 only, condition new throughout; price £5,100. [C2052]

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SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

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BENTLEY (3½, 4½-litre and New 4½-litre)

1938 Bentley 4½-litre 4-door 4-litre, razor-edge sports saloon by H. J. Mulliner, black, beige hide, heat, tax, some wear; this car is in mint condition and we sincerely believe this to be one of the nicest Bentleys of this date on offer; £625.

LTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 5010. [C1107]

1938 Bentley sportsman's saloon by Gurney Nutting; this car is without doubt one of the most attractive pre-war Bentley cars we have seen, the lines are really superb and this car is often mistaken for a post-war Bentley. The body is finished in blue with grey leather interior, fitted Ace wheel discs, H.M.V. push-button radio, heater, demister, screenwashers, etc., mechanically in really excellent condition, a magnificent specimen; £595; choice of 4 Bentley cars from £395.

MAIDSTONE ENGINEERING Co., Smeathurst St., Maidstone, Kent. Tel. 3457. [C3000]

1953 Bentley 4½-litre special-bodied razor-edge 4-door saloon by H. J. Mulliner, black, beige hide, heat, tax, some wear; this car is in mint condition and we sincerely believe this to be one of the nicest Bentleys of this date on offer; £625.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service. Bond trained service engineer no job too big or too small; will advise on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R]

BORGWARD

SLOCOMBES, Ltd.

1955 Isabella in comet blue with red interior, fitted heater, Marchal spots, independent rear suspension, over 50mph and 35mpg, this combination of speed, superb comfort and economy at £875; guaranteed h.p. terms or exchanges—38-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017]

6000 Isabella one owner, Borgward Isabella, guaranteed perfect condition, very reasonable price; exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Scutbourne 43344. [C4024]

1955 Isabella, 10,000 miles, immaculate; £875. Tel. Sto. 5506. [C227]

1955 Isabella, 10,000 miles, radio, immaculate; £895.—Toitworth Motors, Ltd., Kingston By-Pass, Toltworth, Elmbridge 2254. [C4081]

1955 Isabella, 9,000 miles, beautiful condition; £885.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, Tel. Slo. 5312. [C1027]

1955 Borgward Pulman 2.4-litre, 6,000 miles, features include: aerodynamic coachwork, automatic transmission, 4-wheel independent suspension, seats fold to make bed, heater ducts in rear compartment, wrap-around screen, electrically operated quarter lights, radio. £1,395. [C4036]

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588.

BRISTOL

CHARLES FOLLETT, Ltd. offer:-

1954 Bristol 404 2-door sports saloon, metallic maroon, grey hide, heater, radio, 17,000 miles, this very unusual car in superb condition; £2,250. [C2250]

SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsley Yard, Off Eglin Avenue, W.2. Cunningham 5936. [C2010]

ACLAND & TAYOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-5, offer:-

1950 recently overhauled, excellent condition; £875. [C1001]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 10618/R

BRISTOL 403, 1954, heater grey like new 8000 miles one owner; £1,550; seen Camberley.—Pearson, Doone, Camberley 613. [C2164]

£2350—Bristol 403/5, 1955, one owner, low mileage, powder blue coachwork quite unmarked; exchange terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. Tel. Scutbourne 43344. [C4024]

1949 Bristol 400 saloon; £650; exchanges, etc.—Tel. 4965. [C1010]

1954 Bristol 405 saloon, green upholstery, record mileage, 19,000; £2,500.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C2297]

1952 Bristol 401, complete chassis overhaul, repainted, radio, in most exceptions condition; £1,295.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5215. [C4036]

J. H. BARTLETT—Bristol 1949 400 saloon, Alfa drums, radio, heater, twin spotlight, Michelin tyres, complete exchange terms; £3,400; bargain reduced to £575.—27, Pembridge Villas, W.11. [C1013]

ANTHONY CROOK—New 405 saloon and drop head coupe, 1954, 205, midnight blue, £1,250; 1953 403, 1952 401, 1951 401, 1950 401, 1949 400; leading distributors since the car's origin.—High St. Esher 4590. [C1068]

BRISTOL 401, 1950, black, cream leather, 65,000 miles since new, works reconditioned, engine fitted 61,000, full history available, excellent condition throughout; price £885.—Write H. E. Brittain, St. Barnsley, or Tel. Barnsley 2324 day-time only. [C2140]

CHARLES CRUCKSHANK MOTORS, The Centre, Bristol, 1. Tel. 25280. Bristol distributors for Somerset, Wiltshire, Devon and Cornwall. We invite enquiries for the world-famous Bristol cars. Brochure by return. Demonstrations arranged by appointment. A selection of used Bristol cars always available covered by our guarantee. Confidential out-of-income facilities available. [0474/R]

Bristol Cars Wanted

J. H. BARTLETT will pay more for good 400, 401, 403 and 404 Bristol.—27, Pembridge Villas, W.11. [W1013]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash price offered for good Bristol.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

BROUGH SUPERIOR

1939 model (Oct., '39) Brough Superior 22 drop head four-seater coupe, in minted condition, perfect mechanically throughout, extremely attractive and striking car, brilliant performance with economy; £200; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26835. [C2063]

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail—161, Gt. Portland St., W.1. Langham 7733. [0144/R]

B.S.A. Spares and Service

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

BOND MINICAR REPAIRS, LTD., 10, Winchester Mews, N.W.3. Tel. 6159. [S4100]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Fiat Spares and Service

S. & S. MOTORS invite all clients to visit our new stores: 10, Conduit Street, Fiat stockists, at 18, Lester Street, Finsbury, W.C. 2. Tel. 6174. [C1045/R]

Fiat genuine spares from Fiat (England) Ltd., Water Rd., Wembley, Middx., Tel. Fervita 5651, and officially appointed distributors and dealers throughout the country. [C1090/R]

WE specialise in gear boxes, gears, suspensions, repairs (guaranteed); seat covers £3; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 2647. [S4100]

FORD ANGLIA

W W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—
1955 Anglia saloon, fawn with red upholstery, twin wing mirrors, low mileage, excellent condition; £225; our hire purchase terms are now 5% for 12 months. [C3042]

W W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

G 8 HALL offer:—
1956 Ford Anglia Martin Walter de luxe utility, only 1,000 miles, absolutely as new; £255.—
502, King St., Hammersmith, W.6. Riverside 2881. [C2100]

PERRY'S OF HARROW.

HAVE an excellent choice of post-war 8hp saloons available. [C1045]

'PHONE Harrow 4232 and 9140 for details. **W** W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [C099/R]

DAGENHAM MOTORS Ltd., Ford main dealer.

A FINE selection of Al Ford Anglias always available: phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

1950 Ford Anglia saloon, one owner, very well kept; £265. [C4071]

TULSE HILL MOTORS, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071]

1956 Ford Anglia, black, heater; £515.—Jennings, Richmond (Surrey) 3368. [C3103]

1955 Ford Anglia saloon, with heater, Dorchester grey, red interior; £495. [C4071]

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6.30 p.m. [C2008]

ALEXANDER Laystall Hi-power conversions for Ford Anglia; amazingly improved performance and economy; send for date sheets and road tests. [C1094]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

1947 Ford Anglia, good condition, 4,000 miles, on record; engine; only £230. o.n.o.—Archway 2370. [C2060]

1953 Ford Anglia saloon, fawn, exceptional condition; £325.—Hale Motors, Ltd., Tot. 7771. [C2077]

1954 Ford Anglia, blue, excellent; £470 o.n.o.—Smith, 10, Preston Rd., Bedford. Bedford 67583 evenings. [C2197]

1946 Ford Anglia, in good condition; £185; no dealers.—Letts Wharf, 80, Upper Ground, Lambeth, S.E.1. (Near Festival Hall.) [C2255]

1953 (June), one owner, reconditioned engine, relined brakes, taxed, demister; £300.—Miss Stafford, Cl. 3308, Ham. 9659. [C2196]

1953 Ford Anglia, choice of 5 from £285; hire purchase and part exchanges welcome. Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

1955 Anglia, heater, screen washers, etc., outstandingly good throughout; £495; terms, exchanges—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C2045]

225 Ford Anglia November 1948 saloon, very good condition. Terms, exchanges list. Open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

17000 miles; 1953 (September), one elderly owner, heater, screen washers, etc., throughout; £315, terms, exchanges—Lockhart's Service Depot, Chiltern Rd., Dunstable. Telephone 114. [C2183]

PRIDE & CLARKE—1956 Ford Anglia saloon, 6,000 miles, heater, £539; 1955, low mileage, heater, £519; 1954, heater, one owner, £439.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

MAYFAIR GARAGES, Ltd.—March 1955 Ford Anglia saloon, Canterbury green, with beige interior, heater, twin Notex spot lamps, filler-cap lock, one owner, small mileage, almost new condition; £495.—Balderstone St., W.1. Mayfair 3104/5. [C3009]

Ford Anglia Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

W WISH to purchase Ford Anglia cars.—Used Car Dept., Hyde Park 4070. [C1066]

FORD Anglia wanted in good condition.—Hummingbird Garage, St. Albans 52050. [W2108]

ALMOST new Anglia required immediately—Morley, A. 76, Cambridge Rd., Kingston. Kingston 8885. [C1016/R]

ROWLAND SMITH'S, the car buyers—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/H]

FORD (8 h.p.)

FORD 8hp 1939 de luxe; £140 o.n.o.; excellent condition, taxed, seat covers, radio—Bal. 5061. [C2221]

1953 1/4 YB saloon, black, green, 15,000, heater, screenwash, radilind, seat covers, other extras; £595.—Burt, 25, Woodberry, E.4. Silverthorn 4361, evenings. [C2118]

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

Ford Ten Cars Wanted

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [C0179/R]

Ford Ten Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

FORD POPULAR

DAGENHAM MOTORS, Ltd., Ford main dealer.
A FINE selection of Al Ford Popular cars always available: phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

1954 Popular, grey and red, very nice motor car; £320.—Bardmore, 26, Queensway, W.2. Bayswater 0136. [C1015]

PRIDE & CLARKE—1955 Ford Popular saloons, low mileage, £295; 1954, low mileage, from £299.—Stockwell Rd., S.W.9. Brixton 6251. [C3069/R]

1953 (Oct.) Ford Popular, black, 15,000 miles, owner, £320.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1013]

1956 (August) Ford Popular, blue, only 250 miles, extras, taxed year, owner going abroad unexpectedly; £400.—Speedwell 1525. [C2034]

FORD Popular (Nov., 1954), heater, 2,200 miles, F. black, carefully maintained; best offer over £300.—Tel. Roy. 1852 before 6; Spec. 7336 evenings. [C2061]

1954 black, one owner, first-class condition throughout; £335; terms, exchanges—Cheesea Cars, 383, Fulham Rd., Chelsea, S.W.10. Flaxman 4801. [C1115]

RCHEE SIMONS & CO., Ltd.—1954 Ford Popular, A colour black, glove tray, trafficators, etc., one owner, excellent condition; £335.—93, Gt. Portland St., W.1. [C4013]

TANKARD & SMITH, Ltd., offer 1954 Ford Popular, grey, red interior, overdrive, 21,000 miles, exceptional condition; £345; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025]

295 Ford Popular 1954 model saloon, trafficators, list, good tyres, carefully used. Terms, exchanges, list. Open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

1955 Ford Popular saloon, taxed and insured ready to drive away; exchanges welcomed; any car accepted as whole or part deposit; balance over 24 months; tax and insurance included in terms.—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2. Tel. 3664/5. [C3068]

Ford Popular Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

W WISH to purchase Ford Popular cars.—Used Car Dept., Hyde Park 4070. [W1066]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

FORD PREFECT

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available. 4282/9140 for details. [C1045]

TELE Harrow 4282/9140 for details.

W W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [C1010/R]

BROADWAY MOTORS, Hounslow, offer:—

449 Ford 1955 Prefect saloon, beige, also similar in black, only 9,000 miles, fitted heater; £525.—Hounslow Rd., Hounslow, Middx. Hou. 0175/3303. [C1113]

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of Al Ford Prefects always available: phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1939 Ford Prefect; £185. [C1066]

1955 High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1956 (April) Ford new Prefect, fawn, only 4,000 miles; £575.—Campbell Symonds, Wembley 4103. [C1037]

1955 Ford Prefect, heater, 10,000, taxed; £495.—Bruce France, 8a, Cromwell Mews, South Kensington. Flaxman 0513. [C2096]

1954 (Dec.) Ford Prefect saloon, blue, heater, screen washers; £545.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

1954 Ford Prefect, black, 1955, black/red, one careful owner, the whole car in very immaculate order; £525.—Cavendish Motors, Leighton Buzzard 2041. [C1035]

1955 (September) Ford Prefect, black, old leather, heater, extras, £500, as new; £525.—Robbins, First Putney. Tel. 7881. [C1030]

1953 Ford Prefect, black, 9-ton, super upholstery, one owner, heater, superb condition; £385.—Hillwood Motors, Mill Hill (London) 4232. [C2108]

CAMERON'S MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

1955 (September) Ford Prefect, black, old leather, heater, extras, £500, as new; £525.—Robbins, First Putney. Tel. 7881. [C1030]

1953 Ford Prefect, black, 9-ton, super upholstery, one owner, heater, superb condition; £385.—Hillwood Motors, Mill Hill (London) 4232. [C2108]

PRIDE & CLARKE—1955 Ford Prefect saloons, low mileage, heater, from £519; 1954, 17,000 miles, heater, £489.—Stockwell Rd., S.W.9. Brixton 6251. [C2031]

1953 model Ford Prefect, reconditioned engine fitted, in very good condition throughout; £345.—Cavendish Motors, Cavendish Rd., Willesden 0046-7-8. [C1212/1]

£399 Ford Prefect, but what a beauty! Dear! £399! But definitely worth it, you could not find a better specimen elsewhere, 1953, but 1954 condition, if you see it you will buy it.

LAMBS ON WOOD GREEN (established 1897), 100 guaranteed cars, exchange, hire purchase, 421-423, High Rd., Finchley. Finchley 6222. [C2052]

1956 model Ford Prefect de luxe, heater, windscreen washers, unmarked and many more extras, 3,000 miles only; £635.—Cavendish Motors, Cavendish Rd., Willesden 0046-7-8. [C1121]

Ford Prefect Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

W WISH to purchase Ford Prefect cars.—Used Car Dept., Hyde Park 4070. [W1066]

ALMOST new Prefect required immediately—Morley, A. 76, Cambridge Rd., Kingston. Kingston 8885. [C1016/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

WANTED urgently, 1947 model Ford Prefect, good condition essential, private owners only: full particulars, price.—Box 3561. [C2050]

FORD SQUIRE

1956 Ford Squire estate car, grey with red interior, fitted heater, low mileage; £675. [C1066]

PARKERS (MANCHESTER AND BOLTON), Ltd., Bradshawgate, Bolton 4080. [C2082]

1936 Squire supercharged 1½-litre double o.h.c. engine open 4-seater, coachwork in immaculate condition, good tyres, N.V. box good weather equipment, a dicutate car to built; £695.—Mayford Motors, Ltd., Mayford, Woking. Tel. Woking 9. [C6033]

Ford Consul

W W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 Consul saloon, black with red upholstery, heater, radio, fog lamp and many other extras, mileage 12,000, one owner, excellent condition; £625. [C3042/1]

1955 Consul, grey with red upholstery, heater, fog lamp, excellent condition; £615; our hire purchase terms are now 5% for 12 months. [C3042/1]

W W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042/1]

A at Brown's

1955 (May) Ford Consul saloon, black and red leather, heater, overriders, Windstone horns, and flashers, carefully used, immaculate throughout; £595; choice of another. Dorchester grey. [C2057]

W W. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

BENTALLS, Ltd.

1952 Ford Consul; £465.—Kingston-on-Thames. [C1053]

A at Brown's

1954 (Sept.) Ford Consul saloon, Dorchester grey and red leather, heater, radio, taxed year, 20,000 miles only, practically unmarked, magnificent specimen; £625.—Brown's, Finchley Rd., N.W.3. Ham. 2234. [C1025]

ELM AUTOSALES offer:—

1954 Ford Consul convertible, Dorchester grey, red hide, heater, 15,000 miles only, magnificent condition; £599.—Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2057]

J DAVY, Ltd., Ford Dealer.

1955 Consul convertible, grey, red hide, overdrive, wing mirrors; £645.

180—194, Kensington High St., W.8. Western 7181. 215, Brompton Rd., S.W.3. Knightsbridge 4215. [C1069]

H A. SAUNDERS, Ltd., offer:—

1955 Consul, cream, red upholstery, radio, heater, recorded mileage 11,845; £675.

H A. SAUNDERS, Ltd., 836-842, High Rd., N.W.10. Finchley, N.12. Hillside 5272 (2 lines). [C4092]

ENGINE RECONDITIONED, Ltd., offer:—

1952 Ford Consul, £395-333, Rivner Rd., Harrow. [C2070]

WOOD & LAMBERT, Ltd., main dealers.

OCT. 1954 Consul, black, heater, 7,000 miles only; £565.

NOV. 1954 Consul, grey, neater, radio, etc.; low mileage; £545.

49 Stamford Hill, N.16. (Sta. 3434). [C4093]

DAGENHAM MOTORS Ltd., Ford main dealer.

A FINE selection of Al Ford Consuls always available: phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

1955 Consul convertible, one owner, leather, heater, low mileage, immaculate condition; £695.—Brown's Garage, Ltd., High Rd., Loughton 6262. [C1034]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1953 Ford Consul; £493.

1953 Ford Consul; £492.

355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1953 Ford Consul saloon, in exceptional condition, leather upholstery and heater; £495.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6.30 p.m. [C2008]

1956 (March) Ford Consul saloon, green, heater; £625.—Campbell Symonds, Wembley 6262. [C1037]

1952 Ford Consul saloon, radio, heater, black; £445.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

1956 (April) Ford Consul, 1,600 miles only, as new; £650.—F. L. Cranmore, Ltd., Peters Bar 2040. [C1062]

ALEXANDER Laystall Hi-power conversions for Consul; amazingly improved performance and economy; send for date sheet and road tests.

LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

1956 (March) Ford Consul saloon, latest type released.

1956 Ford Consul saloons, latest type released, choice colours, works mileage, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

1956 Ford Consul saloon, overdrive, heater, loose covers, windscreen washers, spot and reversing lamps, one owner, Dorchester grey with red interior; £695.

PASS & JOYCE, Ltd., 184-188, Gt. Portland St., London, W.1. Museum 1001. [C1059]

1955 (Feb.) Consul saloon, black, red leather, loose covers, spot lamp, one owner, 12,000 miles, carefully maintained; £600.—Browne, 233, Brock Rd., Walthamstow. [C1054]

PRIDE & CLARKE—1355 Ford Consul saloons, low mileage, heater, from £549; 1954, 18,000 miles, heater, £529; 1953, low mileage, heater, £449.—237, Brixton Hill, S.W.7. Tel. 3664-5. [C1056]

1955 model convertible, one owner, 9,800 miles, heater, Dorchester grey, virtually new condition; £665 terms;—Fleming & Carr, Ltd., 55, Kinnerton St., S.W.1. Tel. Belgrave 3711. [C1045]

525 Ford Consul October 1954 saloon, heater, wing mirrors, loose covers, small mileage, exceptional. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Ham. 6041. [C1048]

NOVEMBER 1954 Ford Consul convertible coupe, 6,000 miles only, fitted with many extras including radio, spot lamp, heater, whitewall tyres, fitted in blue upholstery throughout; £645. Terms and part exchanges arranged.—Paul Street Garage, Ltd., 20, Paul St., London, E.C.2. Bishopsgate 6781/4. (Nr. Liverpool Street Station or Moorgate Underground.) [C229]

Ford Consul Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

DAGENHAM MOTORS, Ltd., Ford main dealer, Dept., Hyde Park 4070. [W1068]

FORD Consul wanted in good condition.—Humming Bird Garage, St. Albans 52050. [W2106]

A LMOST new Consul required immediately.—Merry, 76, Cambridge Rd., Kingston. 8885. [C1018]

FORD Consul buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018]

FORD ZEPHYR

BENTALLS, Ltd., 1953 model Ford Zephyr, black with red interior, heater and heater; £485.—Kingston-on-Thames, Kingston 1001. [C1093]

SLOCOMBES, Ltd., 1953 Zephyr, right-hand drive, export model, green, beige interior, heater, one owner; £465; guarantee; h.p. terms; part exchange welcomed; 58-52, Dudden Hill Lane, N.W.10. Wimbleton 3407. [C1047]

RAYMOND WAY OF KILBURN. 1953 Ford Zephyr, Winchester blue, fitted with 5 radio, heater and other extras, a superb running car; 4999mns. [C1047]

O PEP 9 a.m. to 8 p.m.; 6 days a week.—Maida Vale 6044. [C4047]

GUY SALMON AUTOMOBILES offer:—1955 Ford Zephyr saloon, black, 15,000 miles, immaculate condition; £585.—Portsmouth Rd., Farnham Dinton, Emberstock 5551-2-5. [C4001]

H. A. SAUNDERS, Ltd., of Worcester. 1955 Ford Zephyr convertible, cream with red upholstery, fitted seat covers, spot lamps, screen washers and electrically operated hood, condition as new; £735.

A USTIN House, Castle St., Worcester. Tel. 6371. [C4005]

DAGENHAM MOTORS, Ltd., Ford main dealer. A FINE selection of Al Ford Zodias always available: 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

ZODIAC, 1954 grey/green, radio, etc., in excellent condition; £520. [C1022]

WHITE BROS. (TAINTON), Ltd., main Ford dealers.—Tel. Taunton 4444. [C1760]

£678!!—1955 Zodiac saloon, virtually new inside and out. [C1022]

LAMBE OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley 6222. [C2052]

ALCLAND & TABOR, Ltd., Welwyn, Herts, Welwyn 481-3, offer:—1954 Ford Zodiac, grey/green, radio, immaculate throughout; £595. [C1091]

1955-6 Zodiac, unmarked and as new, guaranteed mileage 10,000; £649.—Pinner Motor Company, Tel. Pinner 456. [C1015]

1955 Zodiac, 9,000 miles only, immaculate, any trial; £645.—Nash Concessaries, Ltd., Albany St., N.W.1. Euston 5556. [C2079]

1954 (March) Ford Zephyr Zodiac, grey/green, immaculate condition throughout; £550.—Simister, Station St., Macclesfield. [C2295]

1956 (June) Ford Zodiac de luxe saloon, 900 miles, as new, guaranteed delivery; £795.—Hunt Motors (Hounslow), Ace of Spades, Great West Rd., Hounslow 5476 and 3999. [C1017]

1956 (March) Zodiac Mk I, Dorchester grey and fawn, loose covers, overdrive, faultless, £775.—Clark & Simpson, Ltd., 49, Sloane Square, London, S.W.1. Sloan 4721. [C1048]

1954 Ford Zodiac, one owner, chauffeur driven, regularly serviced, 2-tone cream/green, in excellent condition, heater, 2-spot lamps, windscreen washers, Whitewall tyres, overdrive, chrome wheel rims; £615.—Tel. Horley, Surrey, 157. [C2022]

FORD (V.8) 225 cms.—Ford V8 Pilot September 1949 saloon, leather, heater, good condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hamstead 6041. [C1018]

1951 Pilot saloon, 1954, fitted special leather skin seat covers, wing mirrors, whitewall tyres, 15,126 very careful miles, a faultless specimen. [C1018]

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1055]

FORD ZEPHYR

1955 Zephyr convertible, power operated, leather, heater, radio, low mileage, excellent, taxed; £725.—Pantiles Service Garage, London Rd., Guildford 5326. [C1035]

1954 Ford Zephyr, fitted with all useful accessories, an unusually handsome and efficient car of 42,000 miles, tax year; £545.—Colles Garage, Ltd., 42, Worples Rd. (W1095); 13-14, Castle Parade, Ewell 2393. [C1054]

ARCHIE SIMONS & Co., Ltd.—1955 Ford Zephyr saloon, colour beige, red upholstery, fitted heater and radio, one owner since new, 10,000 miles only, a specimen model of this very popular car; £645-95. [C1013]

1955 Ford Zephyr saloon, in blue and ivory, blue interior, one owner, 10,000 miles, fitted heater, whitewall tyres, sun visor, screen washers and a host of other extras, striking and unusual car; £645.—Hillwood Motors, Mill Hill (London), 4232. [C2108]

WM—See Welbeck Motors display advertisement on editorial pages 201 and 202, for we are offering an almost new Ford Zephyr, Mark II convertible, for immediate delivery at list price.—Welbeck Motors, Ltd., 107, Craven Rd., St. John's Wood, N.W.8. (Near Euston Station). Tel. Welbeck 1139. [C1049]

Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer, Dept., Hyde Park 4070. [W1066]

WISH to purchase Ford Zephyr cars.—Used Car Dept., Hyde Park 4070. [W1066]

A LMOST new Zephyr required immediately.—Morley, 26, Cambridge Rd., Kingston. Kingston 8885. [C1018]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD ZODIAC

W H. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1956 Zephyr Zodiac saloon, grey/blue colour combination, usual accessories plus overdrive and radio, very low mileage, immaculate condition; £895. [C1018]

CHOICE of other colours available; our hire-purchase terms are now 5 for 12 months.

W H. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

DOON & PORTER, Ltd.

1955 series Zodiac, grey and blue, 10,500 miles, one owner, sold and serviced by us; £649. [C1018]

CASTELNAU, S.W.15 (by Hammarsmith Bridge) Riv. 4444. [C1022]

WOOD & LAMBERT Ltd., main dealers.

1955 model Zodiac, black, 14,000 miles; £625. [C1018]

1954 Zodiac, grey/green, radio, carefully used; £595. [C1018]

49, Stamford Hill, N.16. (Sta. 3434.) [C1048]

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of Al Ford Zodias always available: 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

ZODIAC, 1954 grey/green, radio, etc., in excellent condition; £520. [C1022]

WHITE BROS. (TAINTON), Ltd., main Ford dealers.—Tel. Taunton 4444. [C1760]

£678!!—1955 Zodiac saloon, virtually new inside and out. [C1022]

LAMBE OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley 6222. [C2052]

ALCLAND & TABOR, Ltd., Welwyn, Herts, Welwyn 481-3, offer:—1954 Ford Zodiac, grey/green, radio, immaculate throughout; £595. [C1091]

FORD Zodiac, grey/green, radio, immaculate throughout; £595. [C1091]

1955-6 Zodiac, unmarked and as new, guaranteed mileage 10,000; £649.—Pinner Motor Company, Tel. Pinner 456. [C1015]

1955 Zodiac, 9,000 miles only, immaculate, any trial; £645.—Nash Concessaries, Ltd., Albany St., N.W.1. Euston 5556. [C2079]

1954 (March) Ford Zephyr Zodiac, grey/green, immaculate condition throughout; £550.—Simister, Station St., Macclesfield. [C2295]

1956 (July) Ford Zodiac, grey/fawn, 300 miles, bargain.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [C1093]

1955 Ford Zodiac, immaculate condition, radio, covers, one owner; £650.—E. L. Mendel, Ltd., 55, Great Portland St., W.1. Lan. 2261-2. [C1048]

1955 (May) Ford Zephyr Zodiac, black, fitted seat covers, one owner, perfect condition, low mileage; £655.—Simister, Station St., Macclesfield. [C2292]

1956 (June) Ford Zodiac de luxe saloon, 900 miles, as new, guaranteed delivery; £795.—Hunt Motors (Hounslow), Ace of Spades, Great West Rd., Hounslow 5476 and 3999. [C1017]

1956 (March) Zodiac Mk I, Dorchester grey and fawn, loose covers, overdrive, faultless, £775.—Clark & Simpson, Ltd., 49, Sloane Square, London, S.W.1. Sloan 4721. [C1048]

1954 Ford Zodiac, one owner, chauffeur driven, regularly serviced, 2-tone cream/green, in excellent condition, heater, 2-spot lamps, windscreen washers, Whitewall tyres, overdrive, chrome wheel rims; £615.—Tel. Horley, Surrey, 157. [C2022]

FORD (V.8) 225 cms.—Ford V8 Pilot September 1949 saloon, leather, heater, good condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hamstead 6041. [C1018]

1951 Pilot saloon, 1954, fitted special leather skin seat covers, wing mirrors, whitewall tyres, 15,126 very careful miles, a faultless specimen. [C1018]

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1055]

FORD (V.8)

1950 (Nov.) Ford Pilot, Channel green, heater, leather, radio, low mileage, excellent, taxed; £725.—Pantiles Service Garage, London Rd., Guildford 5326. [C1035]

FORD (V.8) 1950 leather upholstery, radio, one owner, beautifully kept; £280.—Simister, Station St., Macclesfield. [C1034]

FORD V.8 Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD CUSTOMS

1949 Ford Customs sedan, radio and heater, excellent; £425. [C1018]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C10416]

AMERICAN FORD

CAR MART, Ltd.

1949 Ford Mercury sports sedan, radio, heater; £595. [C1018]

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6600. [C1018]

O f all matters of sales, spare parts, repairs and service; we consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [0749/R]

Ford Miscellaneous Cars Wanted

WE buy Fords.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [C1398]

XXX Ford.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service. [C1022]

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C1022]

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.15. [C1022]

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines). [C1022]

FRANKE G. GATES, Ltd., High Rd., Woodford Green and all spares. [C1022]

W e are one of the biggest stocks of Ford cars and tractor to the current models; Ford reconditioned engines, F.W.O. accessories, etc. [C003/R]

W J. REYNOLDS (MOTORS), Ltd., Main Ford Dealer, 10,000 sq. ft., 100 ft. high, Dagenham. Rainham 770 (9 lines); and 66, High Rd., Northolt, E.16. Grangewood 1136 (5 lines). [C1022/R]

EXCELLENT road-holding, big car, comfort through Woodhead suspension, conversion: £15/15. Testimonials: Literature. Suitable Popular, old type 8, 10, Anglia, Prefect; seat covers £3.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [C4100]

Frazer Nash Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FRAZER NASH-B.M.W.

J. H. BARTLETT—Frazer Nash-B.M.W. 327/35 drop head coupe, exceptional condition; £375-27, Pentbridge Villas, W.11. [C1013]

327/80 B.M.W. drop head foursome coupe, fitted gear, etc., oil injection, independent f.w.s., two-tone grey with new F.W.O. hood, an outstanding example of these excellent cars. [C1022]

SPADE MODELS, 54, Warren St., Euston Rd., W.1. Euston 2156; after 6, Livingstone 7777. [C1024]

1938 Frazer Nash-B.M.W. 327 with a 90 engine, 4-seater convertible, in immaculate duo-tone grey, engine expensively overhauled by enthusiast, gives stupendous acceleration and 97 mph top gear performance with brass steering and road-holding to match, equal to 1956 sports cars for only £365.—Tel. Cunningham 4934. [C1022]

Frazer Nash-B.M.W. Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HEALEY

B. J. HUNTER, Ltd., offer:—

1950 Healey Silverstone sports, fast and attractive. [C1013]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C1040]

RICHARDS & CARR, Ltd., are always best value.

1952 Healey Alvis 3-litre 3-seater convertible, radio, heater, one owner. 24,700 miles; £745. [C1013]

1952 F type Tickford saloon, one owner, 36,000 miles, many extras, superb. [C1013]

1949 Healey 1000, black, history known, excellent example; £385-35. Kinnerton St., S.W.1. Belgrave 3711. [C1045]

HEALEY Elliott saln. '49, immac. cond., black, heater and exts., checked by mfg.; £475 o.n.o. Wor. 2544. [C1013]

HEALEY Silverstone red, excellent condition, modified engine, hard top.—Bartram, Barbican Rd., York. Tel. 24608. [C2243]

HEALEY 1956, red, 7,000 miles, overdrive, perfect. [C1013]

TAXED; £750.—Blundells, Ltd., Christchurch Rd., Folkestone 2726. [C1108]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

J. H. BARTLETT.—Healey 1951 Tickford saloon, radio, heater, exceptional condition, careful owner; £575.—27, Pembroke Villas, W.11. [C1013]

HEALEY 1952 Tickford saloon, maroon with beige leather, well upholstered, 20,000 miles, radio, heater, blower, high axle ratio, immaculate condition, £650.—650.—Ashmores, Ltd., West Bromwich. Tel. 0768. [2135]

HEALEY Tickford saloon, maroon, first registered March, 1955, 12,000 miles, radio, heater, screen washers, new front and rear bumpers, offers, Paynes, Mowbray 68; evening Somersby 5212. [2252]

ROSE & YOUNG, Ltd., offer: Healey sportmobile, drop head coupe, exceptional condition, light blue; £395; part exchange welcome.—65-68, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). [C2057]

HALIFAX 1954 2/3-seater, silver blue, low mileage, high compression pistons, over-size tyres, radio, heater, £395;—Chiapset Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. [C1046]

XXX—1951 (May) Healey Abbott drop head 4-seater sports coupe, finished in gunmetal grey, with red leather upholstery, piped with cream, new hood recently fitted, very fully equipped, a really immaculate and most attractive example, written guarantee; £595; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003]

Healey Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash price offered for good Healey.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

HILLMAN

ROOTES

HAVE available a range of Hillman cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [C1016/R]

H. C. PAUL, Ltd. 1953 Hillman Minx estate car, speedometer reading 24,000; £450.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040]

L. F. DOVE offer:—

£475—1953 Hillman Minx Estate car, beautiful condition.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

G. S. HALL offer:—

£465—1952 (Oct.) Minx saloon, black, red top, many extras, heater, windscreen washers, spotlamp, etc., beautiful condition throughout.—22, King St., Hammersmith, W.6. Riverside 2661. [C3100]

R. F. FUGGLE, Ltd. 1953 Hillman Mk. VIII saloon, two-tone, 4,000 miles; £650. [C1017]

R. F. FUGGLE, Ltd. Bushey Heath, Herts. Tel. 1685. [C2017]

RUSSELL MOTORS, offer:—

1955 Hillman Californian, 16,000 miles, heater, screen washers, wheel trims, etc.; £625. [C3060]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

B. J. HUNTER, Ltd., offer:—

1955 Hillman Californian, over £100 worth of extras, musical horns, whitewall tyres, etc.; £675. [C1075]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

BOWERS ROAD GARAGE offer:—

12000 genuine miles.—July, 1954, Mark VII Anniversary Minx convertible, heater, Underseat, overriders, non-plastic hood, one ultra careful owner, this car is just as new and literally unmarked, taxed; £525.—Bowers Rd. (North Circular Rd.), N.H. Bowes Park 2242-3-6. [C1045]

H. A. SAUNDERS, Ltd., offer:—

1955 Minx, brown upholstery, heater, radio, cored mileage 9,000; £610. [C1045]

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hilsdale 5272 (8 lines). [C4092]

WARWICK WRIGHT, Ltd., offer:—

1955-6 Hillman Minx Mk. VIII saloons, all standard colours, low mileage; from £585. [C1045]

1956 Hillman Minx Mk. VIII Californian, ivory and red, red upholstery, heater, 8,000 miles; £725; another in grey and blue, similar mileage.

1955 Hillman Mark VIII Californian, cream and black, red upholstery, 9,000 miles; £675.

1956 Hillman estate car, grey, red upholstery, heater, 8,000 miles; £725; another in golden sand, similar mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1956 Hillman estate car, 2,400 miles and as brand new; £725. [C1045]

1955 Hillman Minx Mark VIII saloon, grey, 5,000 miles only; £625. [C1045]

1955 Hillman Husky, grey, one owner, 4,000 miles; £545. [C1045]

1955 model Hillman Husky, green, 12,000 miles; £695. [C3044]

PHENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C1044]

1956 Hillman Minx saloon, latest type released, 20,000 miles; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C4045]

1955 Hillman convertible, 9,500 miles; £655.—

1955 Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 212. [C4019]

HILLMAN

GUY SALMON AUTOMOBILES, offer:—

1952 (model) Hillman Minx saloon, blue/red leather, heater, overriders; £398.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

LATEST model Minx saloon, Seacrest green and pearl grey; £395.—S.125. [C4096]

SIDFORD CAR SALES, 99-116, Commercial Rd., Southampton. Southampton 25252. Open daily to 9 p.m. [C4096]

1949 Hillman Minx saloon, radio, seat covers, etc., very clean car; £385. [C4071]

TULSE HILL MOTORS, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. 7106. [C4071]

1948 Hillman Mark II saloon, fawn with faux upholster; £250. [C1094]

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

1953 Hillman Minx saloon, black with beige, low mileage, beautifully kept car, taxed; £445. [C4071]

JARRETT'S MOTORS, Ltd., Sedlescombe Rd., North St., Leonards-on-Sea, Sussex. Tel. Hastings 51394-5. [C2058]

1953 Hillman Minx saloon, colour fawn; £445.—Stortford, Tel. 181-2. [C4051]

1955 Hillman Californian, black and red, red interior, fitted heater and loose covers, 5,800 miles only, guaranteed as new; £630. [C5096]

1956 Hillman Minx de luxe, finished in antelope red with red leather interior, 1,800 miles only; £760. [C2060]

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, R. W.2. Baywater 0085. [C1095]

1956 Hillman Minx de luxe, gay look, wavy stripes; £700.—A. G. (London), Ltd., The Hyde, Hendon, N.W.9. Colindale 5185. [C5096]

1948 Hillman Minx, one owner, light grey, very carefully used car; £355.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

1955 (Aug.) Hillman Californian hardtop, grey black, red upholstery, guaranteed; £665.—Henlys, Victoria St., Bristol 27757. [C2175]

£159—1949 Hillman 10 4-door saloon, very good condition; G.F. (Balsam), Ltd., 2c, Balsam Hill, Balsam, S.W.12. (100 yards Clapham South Tube.) Batt. 1107. [C2024]

£666—1955 Hillman Minx convertible, speedometer records 9,000, whole vehicle looks and runs like 3,000, fitted £45 worth of extras, outstanding vehicle. [C2104]

LAMBS OF WOOD GREEN (established 1897), 100 4-door saloons, guaranteed car exchanges; hire purchase; £421-423, High Rd., Finchley. Finchley 6222. [C2052]

1956 Hillman Gaycock de luxe saloon, £675.—Hunt Motors (Hounslow), Ace of Spades, Great West Rd., Hounslow 5476 & 3999. [C2107]

1955 Minx convertible, heater, Underseat, one owner, exceptionally good; £645; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

1955 Hillman Minx saloon, black with red upholstery, heater, tax year, one owner; £525. [C2107]

6000 miles.—1955 Hillman Minx de luxe, ohv, black, red interior, one owner, an outstanding example; £625, written guarantee; terms, exchanges.—H. F. Edwards, 172-174, Kingston Rd., Ewell 5530. [C2001]

4950 miles.—Hillman Minx, September, 1954, Phase VII estate car, heater, one owner, overall mileage, exceptionally; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Mayfair 6041. [C4018]

1956 (May) Hillman Minx Mark VIII convertible, only 1,000 miles, one owner, as new and unmarked, taxed December; £685.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [C2015]

HILLMAN HUSKY

G. S. HALL offer:—

1955 Husky utility, grey, only 9,000 miles, superb, only one owner, order throughout; £555. [C2100]

1955 (Aug.) Hillman Husky, 6,600 miles, Underseat, Ace Rimbellishers, one owner, as new; £555. [C2009]

HILLMAN HUSKY

WARWICK WRIGHT, Ltd., offer:—

1956 Hillman Husky, double duty, golden sand, red upholstery, 3,000 miles; £585; also in blue or green, low mileage. [C4045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

1955 (Aug.) Hillman Husky, 6,600 miles, Underseat, Ace Rimbellishers, one owner, as new; £555. [C2009]

THE ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3039]

ACHIE SIMONS & Co., Ltd.—1955 Hillman Husky, a colour grey, nominal mileage, a really exceptional vehicle; £525.—93, Gt. Portland St., W.1. Lan. 1345. [C4013]

Hillman Cars Wanted

R

SOWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

We buy Hillmans.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [C1099]

ALMOST new Hillman required immediately.—A. Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [C1098]

XXX Excellent cash price offered for good Hillman.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C2027]

MODERN SERVICES GARAGE, Wimborne (Rootes main dealers); speedy service on all Hillmans, Hunter and Sunbeam-Talbot spares and accessories.—Wim. 5155. [C003/R]

W (guaranteed) 1936 onwards; seat covers £5.10.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 2647. [S4100]

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

H.R.G. Spares and Service CHARLES FOLLETT, Ltd., have a large stock of spares SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266. SPARES PARTS.

SERVICE: Barnsley Yard, off Elgin Ave., W.9. Cunningham 5936-7-8. [C054/R]

HUDSON

SIMPSON'S MOTORS.—See under American Cars: full list.

BELIEVE it or not, a 1934 Hudson Straight Eight with a guaranteed mileage by the one owner of less than 30,000 miles, mechanically perfect, paintwork as new, upholstery moth-eaten a bit, saloon coachwork with removable partition, make fine hire car, best offer.—H. F. Edwards, 28-34, Upper High St., Epsom 5611. [C1041]

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [C061/R]

HUDSON MOTORS Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors. [C063/R]

HUMBER

ROOTES

HAVE available a range of Humber cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [C1016/R]

CAMDEN MOTORS, Ltd. OFFER the following Humber Pullman limousines all with a special 6 months' guarantee:—

Humber Pullman limousine 1948 model, taxed privately and in excellent condition throughout; recently overhauled and fitted new tyres and tubes; £495.

Humber Pullman limousine 1951 Mark III series, just completed, reconditioned in black leather upholstery front and rear, with saloon at rear over-heater, windscreen washer; 2 previous owners; £695.

Humber Pullman limousine 1952 Mark III series, in truly magnificent condition throughout, a genuine one-owner car, taxed and used privately since new with very modern fittings, leather upholstery absolutely as brand new, tubeless tyres, heater and radio, the best Mark III we have handled for a long time; £1,165.

Humber Pullman limousine 1953 Mark III series, standard type, upholstery used throughout, a follow-on coach by West of England Smith & Son, moderate mileage, superbly maintained; £1,095.

Humber Pullman limousine 1953 Mark IV ohv engine, another one-owner car, taxed and used privately, with heater, radio, white sidewall tyres; £1,395.

Humber Pullman limousine 1954 Mark IV ohv engine, July registration, one of the last of this series to be produced, leather throughout, taxed and used privately since new, spotless condition, nominal mileage; £1,165.

CLEMEN MOTORS THE LIMOUSINE SPECIALISTS, C. Leighton Buzzard 2041; write for special Hire Car catalogue and illustrated brochure; showrooms open until 8 p.m. [C1035]

BENTALLS, Ltd.

1952 Humber Hawk; £475.—Kingston-on-Thames, Kingston 1001. [C1093]

RUSSELL MOTORS offer:—

1951 Humber Hawk, black, heater and sun roof, tubeless tyres, big engine; £435.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C1060]

TOM GARNER, Ltd., offer:—

1955 Humber Super Snipe Mk. IV sln., black, radio, loose covers, many extras, 8,000 miles; £2975. [C1045]

1953 black, htr., loose covers; £1,195.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020]

WARWICK WRIGHT, Ltd., offer:—

1954-5 Humber Hawk Mk. VI saloons, with or without overdrive, most standard colours; many fitted with radio and heater, all low mileage; from £795. [C1045]

1954 red upholstery, heater, 5,000 miles; £295.

1955 Humber Super Snipe touring limousine, black, red upholstery, radio and heater, 6,000 miles; £245.

1955 Humber Super Snipe saloon, black, red upholstery, radio and heater, 6,000 miles; £245.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4043]

HUMBER Super Snipe, new and unregistered; £1,195.

B-BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3558. [C1027]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

NUMBER

JACK ALPE LIMOUSINES.

LIMOUSINE, 1949 Pullman Mark II, heater, radio, cloth, chromium waist moulding, excellent throughout; £725.

LIMOUSINE, 1951 Mark III, partition, leather throughout, genuine mileage under 19,000, one owner, heater, £925.

LIMOUSINE, 1951 Pullman Mark III, one private owner, heater, radio, cloth, moderate mileage, above average condition; £895.

LIMOUSINE, 1952 Pullman Mark III, genuine 22,000, titled owner, many extras, in outstanding condition; £1,245.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Webbeck 1124. [C1103]

H. A. SAUNDERS, Ltd., offer:-

1953 Hawk, black, red upholstery, radio, heater, recorded mileage 16,000; £385.

H. A. SAUNDERS, Ltd., 835-942, High Rd., North Finchley, N.12. Hillside 5272 (6 lines). [C4092]

GUY SALMON AUTOMOBILES, offer:-

1955 (July) Humber Super Snipe saloon, maroon/beige leather, magnificent polished walnut woodwork, push-button H.M.V. radio and heater, licensed December 31st, 14,000 miles only, one owner, superb vehicle; £1,000. Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1952 Humber Super Snipe, one owner; £465.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805. [C1006]

COOMBS & SONS (GUILDFORD), Ltd., offer:-

1951 model Humber Hawk, black, with brown interior, 14,000 miles, 2 owners; £475.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057]

PHENIX MOTOR CO. (SURREY), Ltd., offer:-

1952 Humber Hawk saloon, black, with radio; £450.

PHENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044]

HEADLESS? Brochures available. The new 27th H.M.V. deck, price immediate delivery.

A & P. LEES & SAUNDERS (COACHBUILDERS) LTD., Station Approach, Kew Gardens, Richmond, 1161. [C1102]

HUMBER Pullman limousine, 1951, black, cloth, red, leather front; £850. Stratstone, 40, Berkeley St., W.1. [C4022]

£598—Humber Hawk 1953, outstanding example, careful owner, small mileage, heater; choice 2nd many others.

BENMOTORS, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. [C1017]

1953 Humber Super Snipe saloon, H.M.V. radio, and other refinements, incomparable condition throughout; £675.

COLIN HAINES, Ltd., 328, Holden Hill Rd., Bourneemouth. Tel. Boscombe 36946. [C2103]

£950!!—1955-6 Humber Super Snipe, speedometer records 10,000 but this vehicle still looks new and smells new inside.

LAMBRETTA OF WOOD GREEN (est. 1897), 100 guarantee, cars, exchanges, hire purchase; 42623, High Rd., Finchley. Finchley 6262. [C2062]

1952 Humber Super Snipe, black with red leather, heater, etc., superb condition, exceptional value; £395.

SIDFORD CAR SALES, 98-116, Commercial Rd., Southampton. Southampton 25252. Open daily to 9 p.m. [C0996/1]

1955 (Regd. Dec. 1954) Mk. VI Hawk with overdrive, grey with red leather, beautiful condition; £735.

SIDFORD CAR SALES, 98-116, Commercial Rd., Southampton. Southampton 25252. Open daily to 9 p.m. [C4096/2]

1951 Humber Hawk, in exceptional condition throughout, heater; £435. Cavendish Motors, Cavendish Rd., Willesden 0046-7-8. [C1121]

A & S LTD. Humber Pullman and Imperial seven-column for large selection. See under Limousines

A & P. LEES & SAUNDERS LTD. (Limousines Purchased), Providence Court, North Audley Street. (Near Selfridges), Mayfair 2941. [C1006]

1949 Humber Super Snipe saloon, black, leather, mileage 37,150, one owner, heater, perfect condition; £340. C. J. Coles, Ltd., Blunt Rd., South Croydon. Cro 0074-5. [C795]

1950 Humber Super Snipe, heater, re-sprayed bronze and rehored by us recently, one owner since; £325. S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023]

£395!!—June 1952 Humber Super Snipe saloon, finished bronze with red leather interior, tested and used privately since new, extremely good order, heater, screenwashers.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; showrooms open until 8 p.m. [C1055/1]

1955 Humber Hawk, black, heater, radio, 9,000 miles, one owner; £285. R. C. Wimbush, Ltd., 512, Earls Court Rd., London, S.W.1. Fremantle 8401-2-3. [C4056]

1955 Super Snipe, black with red upholstery, push-button radio and heater, under 14,000 miles, chauffeur maintained and driven, impeccable condition; £655.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 5646. [C4043]

A Z MOTORS offer magnificent 1951 Super Snipe, black, heater, 40,000 miles genuine, any examination, gift; £350!!! Also 1949 Hawk saloon, radio, heater, tremendous bargain; £350!!!—100, Palmerston Rd., Kilburn, N.W.6. Mai. 4723. [C1011]

1955 Humber Hawk, heater, one owner, black, fawn interior, small mileage, really outstanding; £695; written guarantee; terms, exchanges. H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001]

NUMBER

1952 Humber Super Snipe, a most immaculate car, many extras; £575. Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston [C1016]

FOR sale, 1953 Humber Super Snipe, fitted with over-head-valve engine and in immaculate condition throughout, normal mileage since new; £525, part exchange or part hire, hire purchase arranged.—Reynolds 32, Castle St., Cambridge. [C3030]

1951 Humber Pullman limousine, fitted with magnificent estate body by Hooper & Co., radio and heater, the condition is exceptional throughout, the original cost was over £2,000, one owner; £645. Harry Martin, 23, Devonshire Place Mews, London, W.1. Webbeck 1124. [C5092]

Number Cars Wanted

R OWLAND SMITH'S, the Car Buyers—Highest cash price for cars—Hampstead (Tube), N.W.3. Ham. 5041. [W4018/R]

ALMOST new Humber required immediately. Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

XXX Excellent cash price offered for good Humber—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

Number Spares and Service

THE Humber specialists for all spares. Tel. Uplands 3367. See advert under Parts & Accessories.

WE specialize on gear boxes, gears, repairs [0398/R]

(guaranteed); seat covers, 35/1—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 2644. [S4100]

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 365, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLAW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West. Rd. (Ealing 3477). Official Jaguar Service Station. [0027/R]

DICKS.

1938 Jaguar 1½-litre saloon, well above average, same as post-war, bargain; £250.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Gladstone 6304. [C1072]

A1 at Brown's.

1955 model Jaguar Mk VII M type saloon, with overdrive, black and red interior, many extras, beautifully kept and maintained, a magnificent specimen at £1,250.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. W. 2284. [C1025]

CAR MART, Ltd.

1955 Jaguar 1½-litre M-type Mk. VII saloon, radio, heater, sliding head; £1,250.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039]

H. C. PAUL, Ltd.

1956 Jaguar XK140 drop head coupe, 2,700 miles, radio, overdrive, black; £1,650—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have the following cars as examples:

1955 Mark VII M-type saloon, fitted with overdrive, finished in black, with grey leather upholstery, fitted with many extras; £1,295.

WE are interested in the purchase of Jaguar cars and invite communications from owners who have such cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060.

GATEHOUSE offer:-

1952 (Dec.) Jaguar XK120, bronze with light leather upholstery, 18,000 miles; £695. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

CAMDEN MOTORS, Ltd.

1949 Jaguar 1½-litre 14hp special equipment saloon, 4,500 miles, with sun roof, bodywork beautifully finished black and upholstered in brown hide with trimming to match, heater, H.M.V. radio, discs, passlights, moderate mileage; £645.

1951 Jaguar XK120 2-seater, finished in metallic grey with grey hide interior, heater, screenwashers, 10,000 miles, low-mileage Jaguar, used for pleasure motoring only and in first-class mechanical condition; £595.

1954 Jaguar Mark VII saloon, grey, red leather, one fastidious owner, nominal mileage and the whole car indistinguishable from brand new; £945. CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; showrooms open until 8 p.m. [C1055/1]

RUSSELL MOTORS offer:

1955 (August) Mark VII M. 7,000 miles only, overdrive, radio, heater, cut-away spats, British Racing Green.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. Sloane 9288. [C3060]

JAGUAR

SLOCOMBES, Ltd.

1955 XK140 convertible, grey, red interior, twin exhausts, sign post and spot lamp, very fine order; £1,299; terms and exchanges, etc. 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017]

J. DAVY, Ltd., Jaguar agent.

XK120 d/h coupe 1954, 14,000 miles, extremely well maintained, mechanically and in appearance first-class; £950. 180—184, Kensington High St., W.8. Western 7181. 215, Brompton Rd., S.W.3. Knightsbridge 4215. [C1069]

GREAT WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers. Mk VII M, black, red hide, fitted overdrive and radio, one owner; £1,250.

Mk VII, black, brown hide; £850.

Mk VII, grey, grey hide, radio, immaculate car; £795.

Mk VII, black, brown hide, radio, in exceptional condition; £685.

THE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee. 4—8, Bishopsgate Rd., W.2. Ambassador 1061. [C2089]

R OSE & YOUNG, Ltd., offer:-

1956 XK140 fixed head coupe, under 1,000 miles, few weeks old, pearl grey; £1,545; part exchange welcome.—65-69, Sternhill Ave., Streatham Hill, S.W.2. (1 min. Streatham Hill Station.) Tulse Hill 6464. [C3057]

CHIPSTEAD MOTORS, Ltd., offer:-

XK120 drop head 1954, C type head, wire wheels, dual exhausts, grey/red, radio, heater, passlights, screenwashers, etc., low mileage; also identical model in B.T.G.

XK120 1951 Jabbeke 138 mph record replica, specimen condition throughout, host of extra, terrific performance; £685; also 2 others, specimen condition.

Mk. VII late 1952, radio, heater, etc., low mileage; £645.

Mk. VII, late 1953, chauffeur kept, low mileage, 2745 whitewall tyres, radio, heater, etc., specimen; £745.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

BRADSTOCK MOTORS, Ltd., offer:-

1955 XK140 drop head coupe finished maroon with bisonite upholstery, many extras, low mileage, exceptional value; £1,350—Chase Rd., Epsom 6596-7; also 454-456, London Rd., North Cheam, Surrey. Tel. Fairlands 6228. [C1090]

GUY SALMON AUTOMOBILES offer:-

1954 (May) Jaguar Mark VII saloon, black/tan upholstery, 14,000 miles only, one owner; £895.

1954 Jaguar Mark VII saloon, grey/grey leather, triple waveband H.M.V. radio, 10,000 miles, all new Dunlop tubeless tyres; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

A LLAN TAYLOR (MOTORS), Ltd., offer:-

1949 50-5½-litre Mark V Jaguar, radio, heater, taxed; £385.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [F718]

HENLYS offer with 4 months' guarantee:-

1953 Jaguar Mark VII saloon, radio, loose wing mirrors, screen washers, wheel trims, link mats, one owner, black with red interior; £855.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [2158]

DIXONS GARAGES (PUTNEY), Ltd., offer:-

1950 2½-litre Jaguar saloon, metallic blue, moderate mileage, nice condition throughout; £895.—134, West Hill, Putney, S.W.15. Putney 0396. [C1073]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62307. [C1057]

CARTWRIGHT HAMILTON CARS, Ltd., offer:-

1951 XK120 resprayed, reupholstered, fitted XK120 engine, twin pipes, very fast, excellent condition; £645.

1955 XK140 super sports, white, red and biscuit, radio, heater, map lights, etc., as new; £1,325.

1955 XK140 special equipment, hard top, Pacific blue, 5,000 miles only, wire wheels, twin pipes, etc., as new; £1,475.

AVATIA House, 266, Fulham Rd., S.W.10. Flaxman 0906. [C1118]

JAGUAR drop head 3½-litre, immaculate, 1948; £325.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5928 and 8330. [C4079]

1952 Jaguar Mark VII, excellent condition; £895.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7776. [C4016]

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:-

1952 (October) Jaguar Mark VII saloon, black, fully equipped, excellent condition; £685.—D. J. Shepherd & Co. (Enfield), Ltd., 43, Hertford Rd., Enfield. Howard 1651. [C4009]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

CHARLES FOLLETT, Ltd., official Jaguar agents, offer: 1955 Jaguar Mk. VII M-type saloon, green, one owner, radio and heater, exhibition condition; £1,275.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.3. Cunningham 5936. [C2010]

£985—XX120, low mileage, superb condition; exchanges, terms, £985.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344.

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts, Tel. Welwyn 581-2, offer: 1956 (April) Jaguar Mark VII, automatic, black red leather, one owner, recorded mileage 4,000, as new in all respects; £1,595.

JAGUAR 1955 type M, overdrive, radio, 15,000 miles; £1,275. Tonbridge 3288.

1956 Jaguar Mark VII saloon, practically new, with automatic transmission; £1,695.

COLIN HAINES, Ltd., 328, Holdenhurst Rd., Bournemouth. Tel. Boscombe 36946. [C2103]

1954 model Jaguar Mark VII saloon, blue; £775.

JAGUAR XX140 hard top, black, 10,000 miles; £1,395.

A CRES. AUTOS, 136-138, Streatham Hill, London, S.W.3. Tel. Tulse Hill 9511. [C1002A]

1956 XX140 fixed head coupe, grey with black upholstery, 1,000 miles, as new in all respects.

1951 radio, loose covers, taxed; £495.—L. F. Ward, Ltd., Orange Road Garage, Thornton Heath, Surrey, Tel. 5646. [C4045]

JAGUAR specialists—Performance Cars, Ltd.: 4 months' guarantee, 8 days trial.

JAGUAR Mark VII, one owner, radio, 1953, Mark V drophead, 1951, one owner, unmarked; £555.

JAGUAR XX120, silver blue, 1953, £675; Jaguar XX120, dual green, radio, 1951, £595.

JAGUAR 3½ sal., 1946-7, choice of 3, £195-£245; ex-Tommy Wisdom Brooklands 88100, very rapid.

JAGUAR SS100 2½-litre, March, 1939, magnificent; £495; 1936 SS100 £295.

JAGUAR SS100 3½-litre, registered 1947, green, £115; see also under Sports Cars.

JAGUARS urgently wanted—Great West Rd., Brentford, Middlesex. Ealing 8841. [C4041]

1950-1 (October) Jaguar Mark V saloon; £395.—

1950 2½-litre, Miss Maud, Western 8251, ext. 75. [C3029]

£480—1950 2½-litre, rebored engine, excellent condition throughout, 35,000 miles.—Tel. Byfleet.

BEARTS OF KINGSTON, Jaguar specialists: salic spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348. [C0081/1]

1947 1½-litre special equipment Jaguar; £225.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.

1955 Jaguar Type M saloon, green, radio, loose covers, one owner; £1,295.—Odeon Motors, Ltd., Barnet 1144. [C3028]

1954 Jaguar Mark VII, overdrive, one owner, very low mileage, absolutely indistinguishable from new; £925.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016/1]

1956 Jaguar 2½ saloon, low mileage; £1,425; exchanges, etc.—Autowork, Ltd., Southgate St., Winchmore Hill. Tel. 4965. [C1010]

A REA dealers, new and used models always in stock; spare parts service—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774). [C0742]

1951 XK120, new engine at the cost of £150, taxed, £655.—Holland Park Autos, 142, Holland Park Ave., W.11. Tel. 2626. [C2081]

1951 XK120, radio, 1950, £1,250.—Holland Park Autos, W.11. Tel. 2626. [C2081]

1947 Jaguar E.E. 1½-litre saloon, black and brown, one owner; £350.—Beardmore, 26, Queensway, W.2. Waterside 0136. [C1015]

1956 (May) 2.4 Jaguar, special equipment, badge bar, wing mirrors, grey, red leather, 10,000 miles, as new; £1,385, for cash sale.—Box 3559. [C2247]

1955-6 Jaguar Mark VII saloon, automatic gears, 6/65; red, 7,000 miles, one owner; £1,465.—Woking Motors, Maybury Hill, Woking 4277-8. [C0059]

MARK VII Jaguar, 1954, immaculate condition, black and red; £850.—Holland Park Autos, 142, Holland Park Ave., W.11. Tel. 2626. [C2082]

1949 Jaguar 3½-litre saloon, excellent condition; £650; payments—Vaughan, 17, Astwood Mews, W.8.7. Tel. 1319. [C4078]

1956 Jaguar 2.4 saloon, works mileage, immediate delivery, exchanges, etc.—Autowork, Ltd., Southgate St., Winchmore Hill. Tel. 4965. [C1010/1]

1951 (regd. Nov. '50) Mk. V 3½-litre saloon, black with red leather, radio and heater, in beautifully kept condition; written guarantee; £2475.

SIDFORD CAR SALES, 98-116, Commercial Rd., Southampton. Southampton 25252; open daily to 9 p.m.

1950 Mark V 2½-litre saloon, magnificient condition throughout, owner buying Mark VII; £475. Box 3560.

£165—Jaguar 1½-litre, 1937, excellent condition, heater, enthusiast maintained, new bearings, rings, battery.—48, Woodgreen Rd., Stoleys, Luton. [C2115]

JAGUAR Mk. V, black with red leather, in really wonderful condition, must be sold; £485 or part exchange for h.p. car.—Tel. Oxford, Cumnor 113. [C1759]

£225—1947 model Jaguar 3½-litre sports saloon, black, clean condition throughout—Haverstock Garage, 50, Haverstock Hill, N.W.3. Guineas 2422.

1955 Jaguar XK140 d.h. coupe, heater, radio, one owner, 7,000 miles, has never been taxed; £1,350.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083]

JAGUAR

1950 Jaguar 3½-litre Mark V saloon, fawn, amazing performance, excellent appearance; £450.—Harrison, Four Seas Garage, 601-603, Kings Rd., S.W.6. Renown 4492. [C3059]

JK 120 1953, low mileage, unmarked, specimen used for gentle road work only, original tyres; £725; guaranteed, terms, exchanges.—K. N. Rudd, Worthing 7775-4. [C2270]

JK 120, reconditioned engine just fitted, original mileage 36,000, whole car in new condition; £625 or part exchange.—Luciars (Cowley), Ltd., Tel. Oxford 3142. [C2135]

1951 XK120 sports 2-seater, excellent order, taxed; bargain; £545.—Clayton's Cars (London), Ltd., 144a, 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1016]

£179—1939 Jaguar 1½-litre sports saloon, excellent condition; G. P. (Balham), Ltd., 2c, Balham Hill, Balham, S.W.12. (100 yards Clapham South Tube) Batt. 1107. [C2024]

JAGUAR Mk. VII, with automatic gear box, 15,000 miles, superb condition; £1,195.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Tel. 6881. [C4036]

1948 3½-litre drop head fourse, very good example, genuine bargain; £285; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

1955 (May) type Jaguar Mark VII saloon, black many extras including radio, 11,000 miles only, one owner; £1,095.—Kirkwood Cars, Ltd., 78, Streatham Hill, S.W.12. Tel. Hill 1288. [C2037]

1950 Mark V saloon, green, fine mechanical condition and above average appearance; a fast, reliable and economical car; taxed outstanding bargain; £495.—Tel. Hayes (Mddr.), 1582. [C2116]

895—Jaguar 1939 Mark VII de luxe saloon, green, sliding head, red leather, overdrive, heater, screen washers, one owner, excellent condition; terms; exchanges.—Rowland Smith, below.

545—Jaguar 1951 Mark V d/h coupe, grey, grey leather, radio, heater, carefully used; terms, exchanges.—Rowland Smith, below.

525—Jaguar 1952 XK120 2-seater, steel grey leather, heater, screen washers, excellent condition; terms; exchanges.—Rowland Smith, below.

425—Jaguar 1951 Mark V saloon, sliding head, leather, radio, heater, excellent condition; terms; exchanges; list; open 9-7 days and Sunday; terms; exchanges.—Rowland Smith, Hampstead (Tube), Hampstead 6041. [C4016]

1955 Jaguar Mk. VII series M saloon, (current list price £1,778), fawn hide upholst, low mileage, one owner, fitted heater, sun roof and overdrive; £1,195.—Hillwood Motors, Mill Hill (London) 4232. [C2105]

1951 drop head 3½, Mark V, exceptional condition, concealed radio, heater, spot lamps, screen wash. Ace Rimbellers, seat covers; £245.—T. & F. 10, Winchester 6159. [C1013]

1956 2.4 Jaguar special equipment saloon, radio, 5,000 miles only, indistinguishable from new; £1,475; also works mileage special equipment model at list price.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3004]

J. H. BARTLETT—Jaguar 1954 XK120 fixed head coupe 5,000 miles only, close ratio gear box, C-type engine, chrome bumpers, £1,195.—Bartlett, 10, Winchester 6159. [C1013]

£666!!!—Undoubtedly the finest XK120 offered, in superlative condition, never been raced; only one careful owner, 29,000 miles, and just nicely run in; if you see this and drive it, you will realize it's far, far superior to any others offered.

£495!!!—Jaguar 1950 but 1955 condition, superb, superb division, superb spotless inside and out, one of the finest we have ever had.

£444!!!—Jaguar Mk. V, 1949, in beautiful condition and bargain price.

£365!!!—1947 Jaguar 1½-litre special equipment saloon, green, well used, only 2 owners, 30,000 miles, genuine bargain.

£1 AMBS OF WOOD GREEN (Established 1897)—100 LAMBS OF WOOD GREEN (Established 1897)—100 GUARANTEED cars; exchanges; hire purchase—421-423, High Rd., Finchley. Finchley 6222. [C2052]

W.M.—See Welbeck Motors display advertisement on editorial pages 201 and 202, for we are offering an array of new Jaguars for immediate sale at list price.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. (Near Baker St.) Welbeck 1139. [C2049]

1939 1½-litre 14hp black saloon, very well maintained, in sound mechanical condition and smart appearance, interior reconditioned and excellent bodywork, no rust, very good engine, fitted radio, spotless, polished, honed, tonneau cover, etc.

D.H. COUPE, 1951, model, first registered 1954, one owner, on book, beautiful, jet-black, blue, interior in outstanding condition, new hood, really remarkable; £565, written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. [C1013]

1951 model Jaguar XK120 roadster, 27,000 miles only, specially finished in pearl white with red interior, just recoloured, fitted H.M.V. radio, heater, twin spot lights, beige belt, loose covers, two spotlights, polished hood, tonneau cover, etc.

BEAUTIFULLY MAINTAINED; £593—33 High Rd., Bayswater, Tel. Bayswater 3101 by day and night.

PRIVATE owned Jaguar 1954 XK120 drop head, colour ivory with red hood, red upholstery, red and ivory wheels, wireless, Ace Rimbellers, luggage grid, washers, heater, year's tax, etc., a beauty as new, just being decked out and checked; a snip.

£1,000. CONSIDERABLE SAVING; £1,000. S. W. 17, Bal. 8551. [C2275]

1954 XK120 d/h coupe, ivory with red hood red upholstery low mileage, one owned from new, extras include H.M.V. radio, heater, screen washers, trim embossers, chrome luggage rack and loose carpet, etc.

£950—JAGUAR 1954 XK120 d/h coupe, ivory with red hood red upholstery low mileage, one owned from new, extras include H.M.V. radio, heater, screen washers, trim embossers, chrome luggage rack and loose carpet, etc.

JAGUAR

PRIDE & CLARKE—1953 Jaguar Mark VII saloon, 29,000 miles, one owner, chauffeur driven, loose covers, heater, exceptional condition; £719.—237, Brixton Hill, S.W.2. Tel. 3664-5. [C3068]

Jaguar Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

COOMBE & SONS (GUILDFORD), Ltd.

URGENTLY require Jaguars, very late models; offers appreciated.—Portsmouth Rd., Guildford. Tel. 6207. [C2043/R]

JAGUAR 2.4 saloon required, new colour preferred.—61, Alresford Rd., Winchester. [W1910]

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 9000. Seven Sisters Rd., Tottenham, N.15. [C1010/R]

ALMOST new Jaguar required immediately.—Morley, 76, Cambridge Rd., Kingston. [W2018/R]

DUNCAN HAMILTON & Co. urgently require late model Jaguars.—33, High Rd., Byfleet, Surrey. [W1091]

JAGUAR 2.4 saloon required, new colour preferred.—61, Alresford Rd., Winchester. [W1910]

XXX Excellent cash price offered for good Jaguar.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. Epsom 5611. [W2001]

JK 140 and 120 models required in good condition.—Chipstead Motors, Ltd., 197, Kensington, London, S.W.3. Flaxman 0052/7253/7154. [W1046]

Jaguar Spares and Service

HENLIES, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST Rd., Brentford. (Ealing 3477).

SPARES and replacement engines for all models from 1953.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7. [C1063/R]

KJ MOTORS, Ltd., S.E. England's largest Jaguar stockists, Bromley. Tel. 3456. [C0967/R]

WE specialize on gear boxes, gears, repairs (guaranteed); seat covers, £3.10.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 6159. [S4100]

LANCASHIRE specialized sales, repair and parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R]

JEEP

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.

—Spares parts for Jeep, home and export.

1956 Illustrated assembly guide and parts catalogue, price 1/-, postage 1/-, postage stamps, free. Please exchange plain engine, gear box, clutch, etc. for notes for all American spares.—331-3, High Rd., Chiswick, London, W.4. Ch. 1919-6850. [0335/R]

£100 buys a special bargain.—See Metamet, famous for 12 conversions.—98b, Belsize Lane, N.W.3. Hampstead 8231. [0527/R]

AUTOWORK, Ltd., principal Jeep stockists; all types available. Spares and exchange units.—Southgate St., Winchester. Tel. 4965. [C1010]

JEEP, private or commercial; all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/8249. [0820/R]

Jeeps Wanted

R. OWLAND SMITH'S, the Car Buyers—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

JENSEN

BROOKLANDS: London Distributors.

1954 Interceptor sal., Amaranth red/beige, well equipped, low mileage, guaranteed. Send for list 108A.

103. New Bond St., London, W.1. Mayfair 8351. [C1029]

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

JENSEN 541, July, 1956, 1,000 miles only, crimson, beige leather, considerable saving; only £1,975. Autavia House, 266, Fulham Rd., S.W.10. Flaxman 0906. [C1118]

MICHAEL CHRISTIE MOTORS, wholesale and retail.

541—demonstration always available, quick delivery

541 of 541 and Interceptor.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

541—virtually as new, extras reputed to have cost head with 3 carburettors, chrome wire wheels, overdrive, dual exhausts, Alfin drums, radio, heater, screenwashers, dual passeng. fashions, indicators, etc.

541—fully passed out by works—Chiswick Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.8. Flaxman 0052/7253/7154. [C1046]

Jensen Cars Wanted

BROOKLANDS, 103, New Bond St., London, W.1. Mayfair 8351. [W1029]

541 required for cash, private buyer, must be perfect.—Box 3063. [1303]

JENSEN Interceptor saloons and drop head coupes wanted—Michael Christie Motors, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [W1094]

J.M.W.

1952 J.M.W. super sports two-seater in white. H.C.

Ford 10 engine gear box and axle, immaculate, ideal for rally or general purpose, photo a pleasure; £295. terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2083]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

WM

FOR the first time for a long time Welbeck Motors are able to offer a complete range of Jowett cars—Javelin de luxe, green with red hide, full series III, a superb car; £555.

1953 Javelin de luxe, green with red hide, certainly the best 1952 Javelin on offer today; £445.

1952 Jupiter Mk. 1A (latest type with opening front door), ivory with red leather, mileage 16,000, as new; £535.

1952 (October) Jupiter Mk. 1, full series 3 engine, British racing green, £450; another not quite so nice, also £535.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. [C4094]

ELM AUTOSALES offer:—

UNDOUBTEDLY the finest 1952 Jowett Javelin de luxe saloon offered to-day finished in gun metal with deep red hide interior, genuine top in mint condition, has been owned by owner brand new latest series III engine just fitted not run in, a wonderful opportunity to buy the most beautiful 1952 Javelin; £499. 66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C4097]

BUNTING'S MOTOR EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities—Bonniers Lane, Harrow. Tel. 6225-6. [C4093/R]

CARDINAL MOTORS for the finest selection of used Javelins in the country!

£499! June, 1953 Javelin full MK III saloon de luxe, smoke blue, red leather, one private owner, moderate mileage, most appealing example; below; £419!

1951 Late 1951 Javelin de luxe saloon, quite recently fitted full MK III motor, one owner, 52,000 miles, turquoise/green leather; below; £465.

£399! Late 1952 Javelin Series II PD Mk II saloon, excellent condition, very smooth motor, holding 50b service book, black/red; below; £349.

1952 Nov. 1949 Javelin full de luxe saloon, turquoise/fawn leather, one owner, 52,000 miles, modified engine, first-class example, recommended.

A102 A unique ultra low mileage Javelin, owner, example in literally impeccable order; one is a 1952; the other a 1949; we don't mention the prices, which are high, but the cars justify every farthing.

AND several more hand-picked Javelins from which to choose: terms, exchanges, etc.—Cardinal Motors, Hythe Bridge St., Oxford. Tel. 3544. [C2251]

JOWETT Jupiter 1953, colour British Racing Green, leather interior, fitted radio in absolutely first-class condition throughout; £465.

ISLES GARAGE, 52-55, Broad St., Birmingham, 1. Tel. Midland 7552 or 5574. [C3097]

1952 Javelin saloon, one owner, guaranteed: £380.

1952 payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [C3029]

1938 Jowett 8: £85—Mentro Motors (N. H. Boswell), 91-95, Epping New Rd., Buntingford, Herts. Buntingford 1174-2. [C3098]

1949 Jowett Javelin saloon, black, reconditioned, original, fitted water, excellent condition; £345; terms, exchanges.—Newbury Cars, Muswell Hill, N.10. Tudor 3394. [C3102]

£395—Jowett Javelin 1951 de luxe saloon with heater, very well maintained car, one owner.—L. F. Dove (C.V.), Ltd., 98, Lower Addiscombe Rd., Croydon. Add. 5131.

1951 Jowett Javelin de luxe, black body, brown interior, exceptionally clean; £275.—Norman Autos, 544-546, London Rd., West Croydon. Tel. Thornton Heath 4657. [C3098]

JUPITER drop head, Sept., 1954, recorded mileage 13,000 only, green/fawn; £555.—Chippingfield Motors, Ltd., 197, Fulham Rd., Kennington, London. S.W.5. Flaxman 0052/7255/7154. [C1046]

1952 Javelin de luxe, mileage 25,000, just fitted specimen condition; £475, nearest offer.—24, Maghway, Maghway Liverpool 456. [C2218]

395—Jowett Jupiter September, 1953, 2-seater, British racing green, leather, screen washers, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

JUPITER drop head coupe Mk. I, series 3 engine, March 1956 registration, new tubeless tyres, re-sprayed 1956 B.R.G. heater, radio, seat covers; £525 o.n.o.; or part exchange 4-seater car in similar condition.—Croydon 2095 or 9665. [C1811]

1953 Jupiter full Series 3, with bonded suspension, red/beige leather, no need to extoll the virtues of this car, she's immaculate, mileage 21,500, grey, heater, radio, seat covers; £525 o.n.o.; or part exchange 4-seater car in similar condition.—Croydon 2095 or 9665. [C2239]

Jowett Cars Wanted

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Jowett.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

WM

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139, are far the best buyers for good Javelins. [W4049]

JOWETT Javelin saloon required, 1952; also Bradford utility.—81, Alresford Rd., Winchester. [W1010]

Jowett Spares and Service

JOWETT CARS, Ltd. SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or distributor. Department: Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcar, Batley. [C794/R]

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [C6961/R]

Jowett Spares and Service

G. W. WILKIN, Ltd., for Jowett spares and service. 1, Weston Park, Kingston, Kinc. 2241. [S4003]

JOWETT Javelin and Bradford spares, large stock new parts—Newhams, Hammersmith Broadway, W.6. Tel. Rive 4646. [S3024]

BIRMINGHAM agents, large stock of spares—Frank Morris, 14, 8, and 9, Ltd., The Depot, 10, St. Birmingham, 18. Eds. 0161. [S549]

WE specialise in gear boxes, gears, repairs (quarantine), seat covers from £3—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [S4100]

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowets.—Bonniers Lane, Harrow. Tel. 6225-6. [C6073/R]

GODFREYS, LTD. (LONDON), Ltd.—Specialists in all Jowett models; largest spares stock in south St. Albans Lane, Golders Green, London, N.W.10. Tel. Speedwell 4701. [C1032/R]

JOWETT Javelin and Bradford service; extensive stock of spare parts and accessories.—The Red Circle, Ltd., Eastern Ave., Great Cambridge Rd., N.17. Tel. 1906/7553. [S504/R]

A. M. MILLER, LTD., 2, King 070, 10, 8619, Jowett agents and specialists; comprehensive stock of spares, 1950-1954 models; over 30 years' Jowett experience. [S759/R]

GODFREYS, LTD.—Spares and service for Jowets and Bradford; specialist repairs—228-234, London Rd., Croydon. (C1673-21) Bushwood Corner, E.11 (Wan. 5101-21). Tel. Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [S4063/R]

ERIC HAYES, LTD., offer:—

LAGONDA

JACK BOND offers:—

1937 foursome coupe, new tyres; £185.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8530. [C4078]

ERIC HAYES, LTD., offer:—

1951 model Lagonda 2½-litre drop head foursome coupe, finished in grey and black with pearl grey leather upholstery, fitted, radio, washer, and spot light; a most impressive car in appearance and performance; £735.

ERIC HAYES, LTD., 13, Bishops Bridge Rd., W.2. Tel. Ambassador 8225. [C2043]

B. J. HUNTER, LTD., offer:—

1952 Lagonda saloon, fitted Vantage engine, direct-tilt 'toro' car, chauffeur driven, undoubtedly one of the finest Lagondas on offer to-day; genuine bargain at £295.

J. J. HUNTER, LTD., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6203. [C2040]

BROOKLANDS: London distributors.

1954 3-litre Tickford saloon, grey/red, fully equipped, low mileage, guaranteed.

1952 3-litre saloon, grey/blue, recent overhaul guaranteed.

1956 3-litre saloon, grey/grey, radio, executors sale, bargain.

SEND for list 108 A.A.

103. New Bond St., London, W.1. Mayfair 2351. [C1029]

SIMPSON'S MOTORS (WEMBLEY), LTD., English Car Sales Division, offer:—

LAGONDA Rapide V12 tourer, mechanical and radio, condition first class, A.1 appearance; £450—355. High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1935 Lagonda Rapide four-seat tourer, excellent condition, absolutely reliable; best offer over £125—Aldershot 2101. [C2219]

JACK ROSE, LTD.—1936 Lagonda V12 short chassis 4-door saloon, most attractive, clean inside and out; £255—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

1955 Lagonda 3-litre Tickford drop head coupe, metallic grey, red leather upholstery, 12,000 miles, radio, heater, etc., like new; £2,750.—Ivor Ladd, 33, Scarsdale Villas, Kensington, W.8. Tel. Western 2789. [C1114]

V12 Lagonda 1938 saloon, immaculate and perfect, £600 spent during the last two years; probably the finest example available and certainly the cheapest; £315.—John Ewer Motors, 28, Royal Hill, Hampstead, N.W.3. Tel. 2020. [C293]

£630—1951 (Dec.) Lagonda 2½-litre saloon, grey/red leather, one owner, new tyres, taxed year, beautiful car.—Simons Motors, 11, Bennett Rd., Higher Crumpsall, Manchester, S. Cheadle Hill 2242.

Lagonda Cars Wanted

BROOKLANDS, 103, New Bond St., London, W.1. Tel. Mayfair 8351. [W1029]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Lagonda Spares and Service

DAVIES MOTORS, LTD. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.), Specialists in all aspects of service.—275, London Rd., Staines, Tel. 4211-5. [C6930/R]

LANCHESTER

1953 Lancaster saloon, black, one owner, immaculate condition; £655.

ACES AUTOS, 136-138, Streatham Hill, London, S.W.12. Tel. Tulse Hill 9511. [C1002a]

LANCHESTER 11 saloon (April, 1953), black, red leather, £755—Stratstone, 40, Berkley St., E.C.2. [C4022]

LANCHESTER 10.8 (Dec., 1957), good condition throughout; £130, o.n.o.—Tel. Mus. 3644, Ext. 493. [C2064]

1953 Lancaster 14 saloon, green, heater, excellent condition, speedometer reading 12,000; £750.—Salmons Garage, Ltd., Bar 3358. [C4029]

Lancaster Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancasters.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Lancaster Spares and Service

LEA-FRANCIS CARS, LTD., Coventry.

SPARES and service for all models from the manufacturer.—Head Office and Works: Much Park St., Coventry. Tel. 60244-5-6. [C0392/R]

SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester. Tel. Dea. 4735-6. [C0626/R]

CHARLES FOLLETT, LTD.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsley Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

365—Lea-Francis 1949 series (Karl Court Show Room) car, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturday's.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1951 Lea-Francis 4-door 4-light 14 saloon, reconditioned engine recently fitted, finished in black with brown upholstery, fitted many extras including head, rear, lamps, 5 practically new tyres, this car is in magnificent condition throughout; £455; terms, exchanges, and part exchanges arranged.—Paul Street Garage, Ltd., 20, Paul St., London, E.C.2. Bishopsgate 6781-4 (nr. Liverpool St. Station or Moorgate Underground). [C2290]

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Lea-Francis Spares and Service

LEA-FRANCIS CARS, LTD., Coventry.

SPARES and service for all models from the manufacturer.—Head Office and Works: Much Park St., Coventry. Tel. 60244-5-6. [C0392/R]

SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester. Tel. Dea. 4735-6. [C0626/R]

CHARLES FOLLETT, LTD.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE, Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. [C0595/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LIMOUSINES

G. S. HALL offer:—

1952 (November) Mark III Pullman limousine, one titled owner 32,000 miles, superb specimen: £1,095. exchanges and trade enquiries invited. 302, King St., Hammersmith, W.6. Riverside 2861. [C2100]

JACK ALPE LIMOUSINES

AUSTIN 1939, Iver 18 hp, leather: £365.

AUSTIN 1951, 16 hp Hircar, private: £535.

AUSTIN 1952, 16 hp Hircar, heater: £685.

AUSTIN 1952, LWB Sheerline, private, black: £985.

HUMBER 1949, Pullman, Mark II, black: £725.

HUMBER 1951, Mk. III, Pullman, private: £895.

HUMBER 1952, Mk. III, leather, private: £965.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1108]

A&S Ltd., Providence Court, North Audley Street, W.1. (Near Selfridges.) Mayfair 2941.

ARMSTRONG, 18hp, May 1951, seven-passenger Limousine, black, cloth, wide, occasional, low mileage: £750.

AUSTIN 1951 October Hircar, one private owner, heater, mileage 29,000, selection from £550. Also 1950 at £495.

AUSTIN 1952 Hircars, choice of two, one fitted heater and Ace rimblishers, low mileage, private from £685.

AUSTIN L.W.B. A.125 Limousines, choice of two, genuinely privately owned cars in exceptional condition: £935.

CADILLAC 1937 series seven-passenger Fleetwood Limousine, outstanding condition, mileage 45,000, two previous owners, works maintained: £425.

CHRYSLER Royal 1959 seven-passenger saloon, black, brown hide throughout, radio, exceptional order: £350.

DAIMLER, low mileage, 1939, EL, 24hp Limousine, face forward seats and partition, large boot, one private owner, original condition: £575.

HUMBER 1947 Pullman Limousine, wide, occasional, used by company director, two heaters: £495.

HUMBER 1949 November Mark II Pullman, works re-conditioned engine, selection two: £625/£695.

HUMBER 1950 Mark II Limousine, leather, black, one private owner: £225.

HUMBER 1951 Mark II Imperial saloon, 7-passenger, leather, show-room condition: £1,225.

HUMBER 1952 Series Mark III Limousine, leather, one private owner, heater: £985.

HUMBER 1954 November Mark III Pullman Limousine, cloth, black, heater, radio, electric division, specification car: £1,125.

ROLLS ROYCE 1951 Mulliner six light Limousine, occasional seats, partition, black, cloth, two spare wheels, in unblemished condition.

LIMOUSINES—specialists for over 30 years. Write or telephone for lists.

A.P.E. & SAUNDERS LTD., Providence Court, North Audley Street, W.1. (Near Selfridges.) Mayfair 2941.

LIMOUSINES—7-seaters from £100—Lawton Goodman 135, Cricklewood Broadway, N.W.2. Gladstone 2226.

Limousines Wanted

A.P.E. & SAUNDERS LTD., require Limousines. Good prices for cars in above average condition.

A&S LTD., Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [W1006]

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [C0747/R]

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd., Mercedes-Benz distributors.

ONLY the best examples offered; several second-hand cars available, including:—

1955 (Apr.) type 220A, black, red hide, 11,000 miles.

1956 (April) type 220A, black, red hide, 3,000 miles.

MERCEDES-BENZ latest models embody improvements which give supreme comfort, performance and durability. For details on request, our own demonstration cars are here for you to drive.—173, Westbourne Grove, W.11. Bayswater 4274. [C4035]

WOKING MOTORS, Mercedes distributors.

NEW 190 saloon, available for demonstration and early delivery.

1956 220A saloon, 2,000 miles, blue: £1,925.

1950 170V saloon, heater, radio, 1.h.d., excellent condition: £395.—Maybury Hill, Woking 4277-8. [C4057]

MERCEDES-BENZ 180, 1956, unregistered, 300 miles: £1,500.—Autobodies, Market St., Newcastle-on-Tyne, 23908. [C168]

1955-6 Mercedes-Benz type 220A saloon, Becker radio, black covers, 9,000 miles, in most beautiful condition: £1,795.

1955 Mercedes-Benz type 300B saloon de luxe, radio, 14,000 miles, most beautifully maintained: £2,395.

1954 (late) Mercedes-Benz type 300B, special upholstery, maintained continuously by us, immaculate condition: £2,195.

1956 (May) Mercedes-Benz type 180 saloon, 2,800 miles, covers, new condition: £1,495.

TAYLOR & CRAWLEY, 42a, South Audley St., (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [C4036]

1955 300SL coupe, metallic grey with blue upholstery, knock-on wheels, low mileage, first year: £3,175.—K.J. Motors, Bromley. Ravensbourne 5456. [C2035]

MERCEDES-BENZ

1954 Mercedes-Benz 170 Diesel, 20,000 miles, as new: £895.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001]

1956 (April) Mercedes 220A saloon, negligible mileage only, indistinguishable from new: £1,975.—Sydney Motors, Ltd., 33, Sloane St., S.W.1. Belgrave 3721. [C3002]

Mercedes-Benz Cars Wanted

PRIVATE buyers cash waiting for 1953, 1954 Mercedes 220—Box 3559. [C248]

BROOKLANDS, 103, New Bond St., London, W.1. Mayfair 8351. [C1029]

MERCEDES-BENZ Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and spares.—58, Camberwell New Rd., S.E.5. Tel. Reliance 7691. [C062/R]

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [C0748/R]

M.G.

T.F. M.G. 2-seater sports, one owner, authentic 16,000 miles, excellent original tyres and unused spare confirm careful use, just decarbonized by us, spotless black cellulose, pigskin upholstery, silver wire wheels, etc.: £1,000. Tel. 1950, green, one owner: £595. [C1038]

M.G. TC

M.G. TC, excellent condition, new liners, competition wheels, etc.: £365. [C1039]

M.G. TD

M.G. TD, 1951, £425/£55; M.G. TD, 1953, £495; M.G. TC, 1949, £395; 1948, £375; 1947, £345; 1946, £355; 1947, £355; Y type saloon, 1949, £415. [C1039]

M.G. TD

M.G. TD, 1947, £355; 1946, £320; 1946, £315; M.O. TD, 1946, £320. [C1039]

M.G. TA

M.G. TA, 1939, Tickford, £225; 1938 TA, £225; 1938 TA, £245. [C1039]

M.G. TA

M.G. TA, 1937, £225; 1937, TA, £265; 1938 TA, £245. [C1039]

M.G. TD

M.G. TD, 1945, £145; 1946, £195; PA 1945, £195; PA 1946, £195. [C1039]

M.G. Y

M.G. Y type saloon, dual green, 1950, £415; M.G. Y type saloon, 1950, £415; 1949, £425. [C1039]

M.G. VA

M.G. VA 12hp, tourer, 1938, £215; 1938, £195; 1938, £245. [C1039]

M.G. SA

M.G. SA 18hp, tourer, 1937, £175; 1938, drop head, £165; 1938, saloon, £215. [C1039]

M.G. TD

M.G. TD cycles and cars wanted in part exchange, immediate cash, part exchange and insurance. [C1039]

MONDAYS-Saturdays

8 a.m.-7 p.m. show halls illuminated all night. M.G. Specialists—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 841. [C0304]

SLOCOMBES, Ltd.

1955 Magnette, dark grey/red, heater, washers, spots, 12,121 miles: £860, magnificent in no exaggeration; part exchanges, cars or motor cycles, terms and our guarantee—38-52. Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C0417]

FINCHLEY MOTORS offer:—

1952 M.G. TD, red/beige one owner 25,000 miles, really outstanding example, full history: £465. [C1039]

1950 M.G. 1½-litre saloon, many extras including H.M.V. radio, very much above average, recommended engine: £475. [C1039]

1955 M.G. Magnette saloon, finished in black with red upholstery, fitted H.M.V. radio, recorded mileage: £400. [C1039]

FINCHLEY

FINCHLEY MOTORS, 23, Ballards Lane, Finchley N.3. Finchley 1503. [C2260]

B. J. HUNTER, Ltd. offer:—

1956 M.G. A series 2-seater, 2,000 miles only, fitted heater: £275.—Below.

1955 M.G. TD sports 2-seater, late property of enthusiast: £245.—Below.

1946 M.G. TC sports 2-seater, well above average for year, well maintained: £325.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

JACK ROSE, Ltd., M.G. agents.

1955 Magnette, maroon, low mileage: £775.

1954 TS, 2-seater, black and green, almost unmarked, one owner: £395.

1953 TD, 2-seater, beige, new hood and side curtains, excellent condition: £495.—Stafford Rd., Wallington, Surrey. Wallington 6677, Burgh Heath 2376. [C3056]

CLUBMAN AUTOS, Ltd., offer:—

1946 M.G. TC black two-seater sports, red leather, many extras, excellent condition throughout: £350.

1946 M.G. 1½-litre, 2-seater, red, 2,000 miles, £384. [C1095]

PARADE MOTORS (MITCHAM) offer:

1956 M.G. A, black, green upholstery, one owner, unmarked, very low mileage: £875.

1954 M.G. TD, cream and red upholstery, in really superb condition: £595.

1953 M.G. TA, black and green upholstery, excellent throughout: £495.

1952 M.G. TD, red and red upholstery, this car is in really outstanding condition: £465.

1950 M.G. TD, red and red upholstery, fitted luggage carrier, spot lights and many other extras: £385.

1949 M.G. TC, black/red, fitted full tonneau cover, Windtunes, luggage carrier, reeon engine: £385.

1949 M.G. TC, blue/beige, fitted with many extras: £375.

1947 M.G. TD, red, red upholstery, excellent throughout: £335.

1938 M.G. TA, blue, blue upholstery, fitted reeon engine: £260.

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1938 M.G. TA, blue

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

£495 For a sportsman who wants a specimen 1955 M.G. TD 1952 model but looks and runs like raced, the finest you can see.

L AMES OF WOOD GREEN (Established 1897).—100 Park Lane, London, W.1. Tel. Grosvenor 4772-3. 423, High Rd., Finchley. Finchley 6224. [C2052]

£490 1953 TD, carefully maintained, excellent condition throughout, handled like new. 27,000 miles; available for inspection at London, Chatham or Blythe—Write Sub Lieut. Rankin, H.M.S. Bramble, c/o G.P.O., London. [2065]

1938 Racing Green 1½ litre open sports 4-seater. British length, tonneau cover, tyres, front overdrive, terms and performance, £195; terms and exchanges—Roy's Automobiles Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3069]

XXX M.G. TC (October, 1948) sports 2-seater, unusually attractive example, B.R.M. engine with green leather, silver wheels, twin Windstone horns, pass lamp, a really immaculate example, delightful performance, speedometer reading 23,000 miles, thoroughly recommended; written guarantee, £395, terms, exchanges—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 6012. [C3063]

M.G. Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

A LMOST new M.G. required immediately.—Morley, 76, Cambridge Rd., Kingston. 8885. [W3059]

C NK MOTORS urgently require M.G.s, particularly models TA to TD.—355, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]

U NIVERSITY MOTORS, Ltd., purchase good low mileage used M.G. 1½-litre saloons and TF Mid-gets.—80, Piccadilly, W.1. Grosvenor 4141. [2300]

XXX Excellent cash price offered for good M.G.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

WANTED, nearly new M.G. Magnette, distance no object; details and price.—Green & Sons, Ltd., 246-252, Deansgate, Manchester. 3. Tel. Deansgate 5325-6. [W2023]

URGENTLY required 1947-56 M.G. saloons and 2-seaters—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2100]

M.G. Spares and Services

T OULMIN MOTORS, stockists.

S PECIALIZE in M.G. and M.G. cars only: repairs and complete overhauls; all models; reconditioned engines in stock for all models 1932 to 1955; exchange engine dynamos, starters, alternators, flywheels, gearboxes, valves, valves, vertical drives, V.D. sleeves, gears, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; we specialize in racing spares, etc.—T. M. MOTORS, 349, St. John Rd., Finsbury. [C2049/R]

T Middlesex. Tel. Hounslow 2236 and 3452. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [C2049/R]

U NIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Herford St., London, W.1. Gros 4141. [C2050/R]

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shims, etc., reconditioned engines, rockers, dynamos, leaf springs, wheel hubs, vertical drive assemblies; prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3063. [C433/R]

MORGAN

1955 Morgan Plus 4 4-seater drop head coupe, 11,000 miles, washers, f.covers, heater, immaculate; £645.—Box 3539. [C2151]

P RIDGE & CLARKE—1956 Morgan Plus 4 2-seater, 300 miles only, red/black leather, as new, over £200 below list; £675.—237, Brixton Hill, S.W.2. Tel. 5664/5. [C3068]

1952 (August) Plus 4, maintained in perfect condition, full 1956 model. Will accept reasonable B.R.G., beige leather interior, new batteries, many extras. A.A. or R.A.C. inspection welcomed, owner posted Persian Gulf; £420 o.n.o.—Wright, Ingham, Collington Grove, Egham. Tel. Cooden 150. [C2211]

Morgan Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

S LOCOMBES, Ltd.

W e urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4668. Nearest Underground, Dollis Hill Station. [W4017]

B ASIL ROY, Ltd., require Plus 4 models for cash or B part exchange for any makes.—161, Gt. Portland St., W.1. Langham 7735. [C4020]

M ORGAN Spares and Services

M ORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [C514/R]

MORRIS MINOR

S LOCOMBES, Ltd.

1955 Minor drop head, beige/red; £495, part exchange, cars or motor cycles, terms and our guarantee.—58-52, Dudden Hill Lane, N.W.10. Willesden 4863. [C4017]

A t Brown's.

1955 model Morris Minor de luxe 2-door saloon, many extras, 15,000 miles only, carefully used and maintained; £550.—W. J. BROWN, Ltd., 333, Finchley Rd., N.W.3. Ham. 2284. [C1025]

MORRIS MINOR

PHILIP RICKARDS, Ltd., offer:—

1956 Morris Minor 2-door saloon, black, 1,000 miles, part exchanges, etc.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

H. A. SAUNDERS, Ltd., offer:—

1955 Minor, 2-door, black, red upholstery, heater, recorded mileage 8,665; £565.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4082]

PHILIP RICKARDS, Ltd., offer:—

1955 Morris Minor Traveller, green, 17,000 miles; part exchanges, deferred terms—4, Brick St., Park Lane, London, W.1. Gros 4772-3. [C3051]

GUY SALMON AUTOMOBILES offer:—

1955 Morris Minor Traveller de luxe, Under-sealed, screen washers, foglamp, 8,000 miles only, one owner, £895.—Worthing 4705-7. [C3001]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1950 Morris Minor 2-door saloon, excellent condition; £365.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Herford Rd., Enfield. Howard 1651. [C4009]

M ORRIS Minor 1955 grey saloon, 8,000 miles, heater; £525, o.n.o.—Sat. 8895. [C2198]

1951 Morris Minor saloon, export model, one owner, rebored, tax—Slo. 7219. [C2190]

1949 Morris Minor saloon, good condition, good tyres.—Ring Oakham 271 (Rutland). [C2084]

1955 Morris Minor convertible de luxe, finished in green with green leather interior, 10,000 miles only; £555.

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, R.W.2. Bayswater 0065. [C1085]

1954 Minor travellers, really nice order; £555.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1954 Morris Minor Traveller, black and red, works reconditioned engine now being fitted, bodywork in red, excellent condition; £560.

Morris Minor Traveller, black, red, interior, heater, good condition; £525.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1084]

CONVERTIBLE de luxe, November 1955, heater, etc. 3,600 miles; £520; terms possible.—37, Parkside Drive, Edgware, Middx. Sto. 7075. [C2288]

1953 Minor 2-door saloon, grey, red interior, heater, seat covers, etc., excellent condition; £415.—Robbins, East Putney. Tel. 7881. [C2191]

1955 Morris Minor 2-door de luxe saloon, 7,000 miles, Clarendon grey, licensed; £585.—F. L. Crammer, Ltd., Tel. Fitters Bar 2040. [C1062]

1956 Morris Minor convertible, grey, red trim, pre-increase price; £650/17 ex-works.—Brooklands, 105, New Bond St., London, W.1. Mayfair 8855. [C2034]

1954 Morris Minor Traveller, heater, one owner, guaranteed; £485; exchanges and terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 3968. [C2194]

1955 Morris Minor 1952 saloon, grey, excellent condition terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hounslow 6041. [C4018]

1955 Morris Minor 2- and 4-door saloons, colour black, mileage 12,000-15,000 miles; B.M.C. guarantee; prices from £495.—Lancaster Engineering Co., Ltd., 39-45, Eden St., Kingston. Kin. 8885. [C1046/R]

1955 (August) Minor 2-door de luxe saloon, green, green leather, heater, low mileage, perfect condition, B.M.C. warranty; £515; 2 earlier models also in stock.—C. W. J. Coles, Croydon, Ltd., Blunt Rd., South Croydon. Tel. Cooley 0074. [C1856]

P RIDGE & CLARKE—1955 Morris Minor saloons, 9,000 miles, heater, from £499; 1954, low mileage, heater; £485; 1953, heater; £439; 1952, heater; £369; 1950, heater; £355; 1948, convertible; 7,000 miles, heater; £499; 1954, low mileage, heater; £449.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

M ORRIS MINOR Cars Wanted

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P RIDGE & CLARKE—1955 Morris Minor saloons, 9,000 miles, heater, from £499; 1954, low mileage, heater; £485; 1953, heater; £439; 1952, heater; £369; 1950, heater; £355; 1948, convertible; 7,000 miles, heater; £499; 1954, low mileage, heater; £449.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

M ORRIS MINOR Cars Wanted

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M ORRIS MINOR Cars Wanted

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS ISIS

CAR MART, Ltd. 1956 Morris Isis de luxe saloon, heater; £745. CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston [C1039]

AI at Brown's.

1956 Morris Isis saloon, clarendon grey, red leather interior, heater, many extras, a really exceptional car, in excellent condition, unmarked, 5,000 miles only, cost nearly £1,000; £750 squares. J. BROWN, Ltd., 539, Finchley Rd., N.W.3. [C1025]

W. Ham. 2284.

WARWICK WRIGHT, Ltd., offer:-

1955 Morris Isis saloon, black with red upholstery, heater, 2,000 miles; £725. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

BROADWAY MOTORS, Hounslow, offer:-

£844!! 1956 Isis saloon, absolutely new and unregistered, grey, red leather, part exchanges and deferred terms.—Haworth Rd., Hounslow, Middlesex. 0175/595555.

MORRIS ISIS saloon, May, 1956, black, heater, 3,000 miles; £645.

COMPREHENSIVE guarantee; hire purchase and part exchange; R.A.C. and A.A. examinations welcomed. KENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [1993]

1955 (November) Isis saloon, grey, red interior, two for lamps and driving mirror, 3,000 miles, as new throughout; £795. Robins, East Putney. Tel. 7881. [C3010]

MORRIS SIX

1954 Morris Six, exceptional example; £430. Smith & Son, 376, Kensington High St., W.14. Tel. Western 2312. [C4019]

1952 (Oct.) Morris Six saloon, in black, red interior, one owner, tip-top condition, roomy, reliable and comfortable car; £495. Hillwood Motors, Mill Hill (London) 4232. [C2108]

Morris Miscellaneous Cars Wanted

R OWLAND SMITH'S, the Car Buyers—Highest cash prices for Morris—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

M ARSTON MOTOR CO. for your Morris—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0998/R]

XXX Excellent cash price offered for good Morris. H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

Morris Spares and Services

M ORRIS, the official stockists for spares, service and repairs.

T EL. Lancaster Engineering Co., Ltd., 39-42, Eden St., Kingston-on-Thames, Kingston 3151-6. [0917/R]

M ORRIS genuine spares and special service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., S. Tel. Mus. 1332. [0342/R]

H AMMERSMITH, W.6. Rogers Garages, Engineers, Willesley Ave., Riverbank, 2644. Sales and Service.

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our specialty; exchange engine units; spares and accessories.—Tel. 1101. [0363/R]

NASH

1955 Nash Metropolitan with special high power modification, very low mileage, only one available.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4272. [C1094]

Nash Spares and Services

WE specialise on gear boxes, gears, repairs (guaranteed); cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [S4100]

SOLE concessionaires for the complete Nash range; spare parts and maintenance.—Nash Concessions, Ltd., Albany St., London, N.W.1. Tel. Euston 5556.

OLDSMOBILE

SIMPSON'S offer:-

NEW unregistered 1956 Oldsmobile Rocket Super 88 4-door pillarless holiday sedan, immediate delivery, equipped with almost £1,000 in extra equipment, including new dual range Jet-a-way hydraulic drive, power-operated brakes, steering, seats and windows, electronic wonder radio with signal seeking electronic tuner, underseat heater and defrosters and host of other extras.

NEW unregistered 1956 Oldsmobile Rocket Super 88 4-door holiday coupe, immediate delivery, equipped with almost £1,000 in extra equipment, including new dual range Jet-a-way hydraulic drive, power-operated brakes, steering and seat, electronic wonder radio with signal seeking electronic tuner, underseat heater and defrosters and host of other extras.

1955 Oldsmobile 98, r. & h., power brakes and steering, Jet-a-way hydraulic drive, all extras.

1955 Oldsmobile Rocket 88, 2-door, heater, signals, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

SOLE concessionaires for the United Kingdom, Lex Garages, Ltd., 2, Lexington St., London, W.1. Gerrard 8800 (20 lines). [0376/R]

1955 Oldsmobile Rocket 88, automatic transmission, power steering, power brakes, radio, heater, fitted seat covers, immaculate.

S COTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

Oldsmobile Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Oldsmobile buyers; outright purchase or part exchange.—345, High Rd., Wembley 8691/3903. [W4015]

Oldsmobile Spares and Service

WE specialise on gear boxes, gears, repairs (guaranteed); seat covers £7/16; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [S4100]

OPEL

KAPITAIN 1949 23.9 5/6-seater, famous model, very economical; £265; terms, exchanges.—T. & F. 10, Winchester Mews, N.W.3. Pri. 6159. [1792]

Opel Cars Wanted

WE buy Opels, any condition.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6153. [1403]

Opel Spares and Service

L ANCASHIRE, Cheshire and North Wales distributors for spares, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage A. Lane, Manchester, 19. Rus. 2874-5. [0513/R]

P RIDE & CLARKE, Opel stockists, quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [1068/R]

PONTIAC

1955 Pontiac 4-door saloon, right-hand drive, radio, heater, 7,000 miles, most beautiful car; £1,595.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros 6881. [C4036]

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Pontiac buyers; outright purchase or part exchange.—345, High Rd., Wembley 8691/3903. [W4015]

Pontiac Spares and Service

F OR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.5. Tel. Flaxman 2361.

S OLE distributors Great Britain for Pontiac cars and Pontiac parts.

PORSCHE

HPG

1954 (October) Porsche hard top, genuine, 17,000 miles, beautiful specimen, absolutely faultless; £1,300. Highams Park Garages, Ltd., Beverley Rd. Highams Park, E.4. Lockwood 7205. Sundays 12.30-1.30.

1954 1,500cc, one owner, small mileage, guaranteed, bargain. [C1096]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. [0629/R]

PORSCHE 1955 (September) 1,500, hard-top, silver-blue, red upholstery, one owner, £1,475. Also 1954 1,500 hard-top, blue, mileage 18,000, £1,275; and 1956 1,800 hard-top, white, black upholstery, £1,650. A.F.N., Ltd., Falcon Works, London Rd., Illeworth, Middlesex (Hounslow 0011). [C2015]

RACING CARS

CARTWRIGHT HAMILTON CARS, Ltd., offer:-

COOPER-ALTA single-seater, very fast, perfect condition, any trial, full details, write or telephone.—Autavia House, 266, Fulham Rd., S.W.10. Fulham 0900. [C1118]

1957 Lister Formula 2 racing cars; announcement shortly—Brian Lister, Ltd., Abbey Rd., Cambridge. (Tel. 55601/2.) [8309]

COOPER'S GARAGE (SURREYTON), Ltd., of Surbiton (Tel. Elmbridge 3348) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1,100cc sports cars.

R. COPE & YOUNG, Ltd., offer Connaught 2 litre, fuel injection, single-seater, No. A.10, excellent order throughout; part exchange welcome.—65-69, Sternhold House, Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C2057]

J. H. BARTLETT—Lotus, brand new, unused Mark II Coventry Climax, stage one, special, C.R. gear box, driving disc brakes, De Dion rear axle, Brembo wheels, full L.M. class specification, complete built and prepared car, offers?—27, Fennbridge Villas, W.11. [C1013]

RAILTON

STEADMAN RAILTON 28hp immaculate condition coach-built saloon by Coachcraft, swept tail, sleek semi-trailing edge coachwork, blue leather, nearly new tyres, tone horns, large luggage compartment, very fast, seen by appointment only; £225. Youngs Garage, 16, Monsdale Rd., Kilburn, N.W.6. Maida Vale 1369. [S295]

Railton Cars Wanted

GOOD Railton required immediately.—G. Edwards, Amembury Lane, Harpenden, Herts. Harpenden 118. [W2000]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R]

A. ALPINE BUSHEY GARAGES, Ltd., offer:-

1955 Amari saloon, lavender grey, hide, 11,000 miles; £850.

1955 750cc, grey or bronze, low mileage; £525.

1954 750cc, grey, screen washers; £450.

1956 750cc, blue, low mileage; £595.

DAUPHINE.

WE are proud to announce that the Dauphine is here. Call, telephone or write for details and demonstration.

The Renault Distributors, Alpine Bushey Garages, Ltd., High Rd., Bushey Heath, Herts. Bushey 5222-5. [C1119]

JACK BOND offer:-

1951 750, new engine just fitted, immaculate; £365.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Baywater 5929 & 8330. [C4079]

AUTOSALES (LONDON), Ltd.

1954 Renault 750cc saloon, one owner, small mileage; £465.

1954 Renault Fregate saloon, seat covers, radio, leather, complete, new, demerit free; £675.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gt. Gt. 5721. [C1119]

CARTWRIGHT HAMILTON CARS, Ltd. offer:-

1952 750cc de luxe saloon, choice of 2; £585-£615.

Belsize Rd., N.W.6. Maida Vale 5555/2155. [S262]

HENLYS offer with 4 months' guarantee:-

1954 Renault Fregate saloon, whitewall tyres, heater, windscreen washers, etc., one owner, £665.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gt. Gt. 5721. [C1119]

CARTWRIGHT HAMILTON CARS, Ltd. offer:-

1954 Renault 750 beige and red, 20,000 miles only, exceptionally fine condition throughout, many extras; £455. Autavia House, 266, Fulham Rd., S.W.10. Fluxman 0906. [C1119]

Peugeot Cars Wanted

WANTED, Peugeot 203, small mileage, reasonable

price, full details.—Box 3504. [2069]

PLYMOUTH

1956 Savoy black right-hand-drive saloon. V8 engine, automatic transmission, power brakes, radio, heater, windscreen washers, cigar lighter. 9,000 miles, as new, manufacturer's name only on registration book, cost £2,500 new; £1,950.—Kays of Derby, Ashbourne Rd., Derby 40681. [2088]

PONTIAC

SIMPSON'S MOTORS.—See under American Cars; full list

[C4015]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RENAULT

1951 Renault 760, in outstanding condition; £299. **1952** COTT CARS 341-347, Finchley Rd., Hampstead, London, N.W.3. **1953** Renault 760, in outstanding condition; £299. **1954** PERFORMANCE CARS, Ltd., Renault distributors in Middlesex, offer:—
1953 750 saloon, £315. **1954** New Dauphine now on show, early delivery.—
Great West Rd., Brentford, Middx. Ealing 8841. [C1041]

WELSHMEN Renault Sales Service Surbiton Hill Rd., Surbiton. Elmbridge 1873. Est. 1909. offer:—
1956 750 saloon de luxe; £599. [C4070]

JUNE (1954) Renault 750, bronze, resprayed, reconditioned engine; exceptional condition; £600. Furdon, Poundgate 222, after 8 p.m. [C216]

1955 (September) Renault 750, blue, one owner, total mileage 18,500, spotless condition throughout; £475.—W. P. Maidens, Sleaford, Lines. Tel. 135. [C1545]

295 gns.—Renault 750 1951 saloon, screen washers, 295 gns. own terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018/R]

1951 Renault 750 de luxe, green, automatic, 10,000 miles, of rare originality, bodywork and mechanically perfect, exceptionally sound car, examination welcome; £425.—W. Pratt, 3, Lindore Rd., Battersea, London. [C222]

1946 Renault Gran Sport 6-cylinder convertible in magnificent condition, finished in royal blue, with brand new tan hood, only 16,000 miles from new, 12-100mph in top gear, ex director's motor car and maintained accordingly, radio, twin flame throwers and a host of extras; £425!—Tel. Cunningham 9434. [C2191]

Renault Cars Wanted

WE buy Renaults.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Primrose 6159. [C1401]

ALPINE BUSHEY GARAGES, Ltd., 85-85, High Rd., Bushey Heath.—Renault distributors will purchase all models. [W1119]

WELSHMEN'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models. [W4070/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 2053. [C0911/R]

BARNEHURST GARAGE, Ltd., Renault sales and service, spares and repairs.—5-5, Barnehurst Rd., Bexleyheath. Tel. Bexleyheath 725. [C0945/R]

WE specialise on gear boxes, gears, repairs (guaranteed), seat covers from £2.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Tel. 6159. [S4100]

RILEY

WM WELBECK MOTORS offer a superb as-new Pathfinder.—Riley Pathfinder, black, radio, mileage 7,000; £1,195.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. [C4049]

J. JAMES (LONDON), Ltd. For second-hand Riley.

1956 Pathfinder, grey, red interior, 7,000 miles; £1,325.

1954 (September) Pathfinder, grey, red interior, radio, low mileage; £1,075.—RILEY cars, 33, and 50, Pall Mall, S.W.1. Tel. Tra. 7311. [C162]

TOM GARNER, Ltd., offer:—
1954 series Riley 1½-litre sin., green/black, htr., 25,000 miles; £775.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 2265-6. [C2020]

J. DAVY, Ltd., Riley agents.

ONE-AND-A-HALF-LITRE saloon, 1952 series, one owner, 32,000 miles, almost certainly the best example of its type on offer, must be seen to be appreciated; £265.

1955 1½-litre with grey hide, Whitewall tyres (unused spare), immaculate condition throughout; £995.

180 and 215, Kensington High St., W.8. Western 7181. [C1069]

H BEART & Co., Ltd., offer:—

1951 Riley 2½-litre saloon, finished green with black upholstery and in exceptional condition throughout; £525.

1955 (model) Riley Pathfinder saloon, fitted radio, heater and seat covers, one owner, excellent condition; £925.—100, Kings Rd., and High St., Kingston on Thames. Kingston 3346. [C1081]

H. A. SAUNDERS, Ltd., offer:—

1955 Pathfinder, grey, grey upholstery, radio, heater, recorded mileage 10,000; £1,095.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

BOON & PORTER, Ltd., distributors.

1956 unmarked 5,000 miles; £1,225.

CASTELLAU, S.W.15 (By Hammersmith Bridge). Riv. 4444. [C1022]

HENLYS offer with 4 months guarantee:—

1956 Riley Pathfinder saloon, radio, wing mirrors, one owner, maroon with matching interior; £1,195.

HENLYS, Ltd., Hendys Corner, North Circular Rd., N.W.11. Finchley 6061. [C2152]

1954 Riley 1½-litre, low mileage; £925.—Anthony Crook, High St., Esher 4580. [C1068]

RILEY

COMPTON & FULLER, Ltd., offer:—

1948 model Riley 1½, 2-colour, in exceptional condition for year; £425.—Odeon Parade, Elmers End, Beckenham. Tel. 3570. [C1110]

WESSEX MOTORS, St. Cross Rd., Winchester. *

1955 (March) Riley Pathfinder saloon, black with maroon leather, bench type front seat, first class condition, 4 months' guarantee. PHONE Mr. Horlock, Winchester 5555. [C4087]

GORDON & GLYNN (the centre for pre-war Rileys). *

£265—Kestrel Blue Streak, 2½-litre, 1938.

£195—Adelphi 1½-litre, 1936.

£185—Lynx 9hp, 1933.

£115—Monaco 9hp, 1931.

R PAIRS and service for pre-war Rileys; terms and exchanges. *

GORDON & GLYNN, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Square Tube). Sloane 8326. [C2075]

CLARKE & SIMPSON, Ltd., Riley sales and service. *

C & S—1956 range of new Pathfinders in stock; demonstration car available for trial.

C & S—1956 (January) Pathfinder, green, biscuit upholster, bucket seats, radio, Webasto sun roof; £1,150.

C & S—1955 (June) 1½-litre saloon, black, maroon leather, 10,000 miles, exhibition condition; £995.

C & S—1951 (Feb.) 2½-litre saloon, black, brown leather, recently completely overhauled by us; £495.

C & S—1951 2½-litre drop head coupe, a car we sold and know to be in top condition; £595.

49—Sloane Sq. S.W.1. Tel. Sloane 4727. [C1048]

1956 Pathfinder in duo colours with bucket seats, list price; £1,411.

Pathfinder, blue, bench seat, genuine 5,100 miles, Ripe condition; £1,250.

IPCO, Ltd. (Rileys purchased), 16, Albermarle St., Mayfair, London, W.1. Hyde Park 2952-5-4. [C3052]

1947 Riley 1½-litre saloon, black with brown leather, 1950, serviceable model; £375.

OTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. Bottomgate, Blackburn. [C1302]

1956 Riley Pathfinder, green, green interior, heater, demister, 3,400 miles; only; £1,185.

1955 Riley Pathfinder, green, green interior, fitted heater, demister, exceptional condition; £915.

1950 (May) Riley Pathfinder, dark grey, red hide, original condition; £1,205. Also Riley 2½-litre 4-seater convertible coupe green, fawn leather, unusually good mechanical and external condition; £625, also 2½-litre 2-seater sports roadster, a very rare model, excellent condition; £625.

1949 Riley 2½-litre 4-seater, condition; exchanges, deferred terms.—John S. Truston, Ltd., 173, Westbourne Grove, W.1. Bayswater 4274. [C4035]

1950 2½ Riley 2-seater, carefully maintained, any reasonable offer considered.—Part 7592 evening.

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [C1206]

1936 Merlin 8 special series, radio, very good; £125 o.n.o.—19, Luffenhams House, South Oxford. Herts. [C1216]

RILEY Pathfinder (July, 1956), 350 miles only, black, beige leather; £1,325.—Stratstone, 40, Berkely St., W.1. [C1222]

1956 Pathfinder, 6,000 miles, radio, loose cover, Kingston By-Pass, Tolworth. [C1408]

1954 (June) Pathfinder, low mileage, perfect condition, radio and heater; £800 or near offer.—Tel. Birmingham 3018. [C1212]

5535—Riley 1951 2½-litre special 2/3-str Roadster, a superb example of this unusual model, costless extras scarlet and beige; cost £22,000; many

ENMOTORS, 1, Clarendon Rd., W.1. (50 yds. Bolland Park Tube). Park 5667-6. [C1017]

1956 Riley Pathfinder, 6,000 miles, radio, loose cover, new as new; £1,195.—Tolworth Motors, Ltd., 2245a. [C4081]

1954 (June) Pathfinder, low mileage, perfect condition, radio and heater; £800 or near offer.—Tel. Birmingham 3018. [C1212]

1954 Riley 1½-litre saloon, finished in black with grey hide, grey interior, fitted radio, recorded mileage 24,000; £850.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C2229]

RILEY, Reg. May 1937. £250. 1½-litre auto-change complete respray, recent re-bore, new battery, well shod, very clean.—Apply at Moreton Coldbrook Garage, Barry, Glam. Tel. 1975. [C2214]

A LL the official Riley dealers for the larger part, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., 2146-7. [C0464/R]

1938 Riley Barker 4-light saloon; £595.

CAR MART, Ltd., Gloucester House, 150, Park Lane (Corner of Piccadilly). Grosvenor 3434. [C1039]

P.B., Ltd., offer:—

1937 25,30 sports saloon with boot, engine just completely overhauled.

1932 2000 sports saloon with boot, extremely well maintained, in first class condition throughout.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C1035]

MANN EGERTON, 14 Berkeley St., W.1. Hyde Park 2073. [C2066]

DUNCAN HAMILTON & Co. offer:—

ROLLS-ROYCE Silver Dawn automatic gear saloon, velvet green with fawn leather upholstery, 21,000 miles.

1952 Rolls-Royce Silver Wraith touring limousine by James Young, £10,000.

1954 Riley 1½-litre saloon, grey/black with red leather, 17,000 miles, one-owner car, chauffeur maintained, and can genuinely be described as indistinguishable from new, fitted heater; £625.

CODD OF DUNLOP, Rotherhithe, London, S.E.16. New Port Garage, Barnstaple. Tel. 3049-5. [C1046]

PATHFINDER, Aug. 1955, one owner, grey/red, radio, etc., etc., tailored seat covers, recorded mileage 10,000 only; £1,045.—Chapman Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. [C1046]

PANKARD & SMITH, Ltd., offer 1952 Riley 1½-litre saloon, green/green, one owner, moderate mileage, outstanding condition; £585, three months written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. [C4025]

1956 Riley Pathfinder saloon, radio, wing mirrors, one owner, maroon with matching interior; £1,195.

HENLYS, Ltd., Hendys Corner, North Circular Rd., N.W.11. Finchley 6061. [C2152]

1954 Riley 1½-litre, low mileage; £925.—Anthony Crook, High St., Esher 4580. [C1068]

RILEY

1950 Riley 2½-litre saloon, black with brown hide, immaculate condition throughout having completed 17,000 miles only since new; £499. £250 deposit.—McLaren & Cox Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0561-3553. [C3063]

395 gns.—Riley December 1949 2½-litre sports car, leather radio, heater, one owner, excellent condition; 4 months exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1948-9 Riley 2½-litre Sportsman's saloon, finished in duo colours of grey and black with fawn interior, miles on, real leather, mechanical condition and has only covered 42,000 miles from new, fitted radio, this is a first-class example, a genuine opportunity for the Riley enthusiast to purchase a much better than average car at the low figure of £375.

MAIDSTON ENGINEERING, Co., Smeathurst St., Pendleton, Manchester, 6. Tel. 3457. [C3000]

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WANTED, Riley 1½, saloon, 1954/5; cash waiting.—34, Bentinck Ave., Blackpool. Tel. 41980. [C2211]

ALMOST new Riley required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

XXX Excellent cash price offered for good Riley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

YOU will always do better by making personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [W1048]

GATEHOUSE cash for 1½-litre Riley cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [W2021]

WANTED, nearly new Riley 1½-2½-litre distance no object.—5, Tel. 5325-6. [W2022]

URGENTLY required, 1947-56 Riley 1½-litre saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109]

Riley Spares & Service

RADING, Hewens Garages, Ltd., for Riley spares and service.—Tel. 1436. [C0209]

HARTLEY'S for Riley spares and service.—165-171, Stansted Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [C0246/R]

WE specialise on overdrive gear boxes, gears, repairs (guaranteed); seat covers. £5.—Tarrant & Frazer, 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [S4100]

ACOT ENGINEERING, Ltd.—Pre-select gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. [C0288/R]

JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carcers Lane, Highgate, Rd., London, N.W.5. Gul. 5446. [C0992/R]

A SK Coventry Motor Mart, Ltd., and be sure you get genuine Riley spares or specialist repairs.—Write Whitley Depot, London Rd., or 'phone Coventry 2146-7. [C0943]

RILEY distributors for 35 years.—Comprehensive list of Warwickshire to know of your requirements, engine for complete overhaul by specialists.—Ross's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [C0989/R]

ROLLS-ROYCE

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C0182/R]

CAR MART, Ltd.

1950 Rolls-Royce Silver Wraith Mulliner touring £2,850.

1938 Rolls-Royce Barker 4-light saloon; £595.

CAR MART, Ltd., Gloucester House, 150, Park Lane (Corner of Piccadilly). Grosvenor 3434. [C1039]

P.B., Ltd., offer:—

1937 25,30 sports saloon with boot, engine just completely overhauled.

1932 well maintained, in first class condition throughout.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C1035]

MANN EGERTON, 14 Berkeley St., W.1. Hyde Park 2073. [C2066]

DUNCAN HAMILTON & Co. offer:—

ROLLS-ROYCE Silver Wraith owner driver sports saloon with a most outstanding and beautifully proportioned, razor-edged body by James Young. Launched in midnight blue, interior in beige hide with walnut surrounds, fitted concealed lighting, picnic tables, radio, etc., this is one of the most attractive and small Rolls-Royces we have had the pleasure of offering. £1,895.

33—High St., Byfleet, Surrey. Byfleet 3101 by day. [C1061]

1936 Rolls-Royce sports saloon, extensive overhaul, taxed; £525.—Bartlett, Saffron Walden. Tel. 2327. [C1059]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:

1953 Silver Dawn saloon, finished in Tudor grey, with red hide upholstery, 23,000 miles, registered October; £3,650.

1952 Silver Wraith sports saloon, by Park Ward, with leather interior, with beige hide upholstery, fitted with loose covers, picnic tables and footrests, one owner; £3,250.

WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 8060. [C3032]

JACK BOND offers:-

A DROP head coupe, a certain concours winner, 25hp, 43,000 miles, R.R. history, bills for over £1,300 just spent colour ivory and black, extras too numerous to mention; personal property of our director; offers around £2,000.

1938 Gurney Nutting, semi-razor-edged, all extras, immaculate; £1,285.

1936 25/30 overdrive, sliding roof, engine overhauled.

1935 25 Freesone & Webb sedanca coupe, host of extras, believed one owner; £785.

1935 one owner, history, low-bodied Vanden Plas 25/30 sports saloon, engine guaranteed, completely overhauled; £885.

VINTAGE AUTOS, 105, Queenway, W.2. Tel. Bayswater 5938 and 8330. [C4079]

JACQUIER, Ltd., offer:-

1939 Wraith owner-driver saloon, 6-light, leather throughout, boot, history; £1,250.

1937 series 25/30 owner-driver saloon, leather, £2,650.

1935 series 20/25 owner-driver Hooper sports saloon, leather, run roof, boot, history; £525.

1935 20/25 owner-driver, H. J. Mulliner, leather, boot, history; £1,250.

THE above cars are in excellent condition and open to A.A. or R.A.C. examination.

JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

K NIGHTSBRIDGE offer:-

1936 (November) Rolls-Royce Phantom III, attractive small sports saloon by Barker, heater, maker's history, modification and overhaul, very good condition, finished black.

1937 (January) Rolls-Royce Phantom III sports sedan de ville by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, modification and overhaul.

1938 (February) Rolls-Royce Phantom III sports saloon by Barker, one owner, modified, maker's full history and recent overhaul; 1. Roberts Mews, Loundes Place, London, S.W.1. Sloane 4066. [C3036]

SWANMORE GARAGE, Ltd.

1938 1937 and 1934 Rolls-Royce 20/25 and 25/30 cars, £2,495; these are all cars fully chosen specimens and are most attractive and in truly exceptional condition; exchanges, terms.

Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, E., Bournemouth. Tel. Southbourne 43342. [C4024]

CENTRAL GARAGE (CROYDON), Ltd., offer:-

1940 Rolls Wraith, owner driver, body by H. J. Mulliner, finished black with grey interior, fitted radio, in excellent condition throughout; £1,325.

1939 Rolls-Royce Wraith, owner driver, saloon by Park Ward, finished black, fitted heater, very well maintained; £1,250. Tel. Croydon. [C1098]

CASS'S MOTOR MART.—1935 Rolls-Royce Phantom II Barker limousine black, exceptional.

1937 (Oct.) Rolls-Royce Phantom III Barker Pullman limousine, black, sliding roof, heater, radio, magnificent, history available.—5, Warren St., W.1. Euston 4110. [C1040]

HEARSEES? Rolls from £1,350. Brochures available. Inspection invited. Immediate delivery.

A LPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond, Surrey.

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of passed used cars:-

Silver Wraith saloon, by Park Ward; £4,150.

53 Silver Wraith saloon, by H. J. Mulliner; £3,850.

52 Silver Wraith saloon, by H. J. Mulliner, division 8,000 miles only; £3,750.

47 Silver Wraith, 20/25 Sedan de Ville, by H. J. Mulliner; £1,975.

AUDLEY House, North Audley St., W.1. Mayfair 5242. Open to 7 p.m. [C3030]

ASCOT MOTORS, Ltd., have a selection of over 20 pre-war Rolls-Royce cars, details of a few given below:-

1937 John James Young sports saloon with boot, dark green with beige leather; £595.

1936 25/30 saloon coupé in grey and black, beige leather, good history; £600.

1935 25hp Thrupp & Maberly sports saloon, black, blue leather, chrome waist line; £600.

1933 25hp A. Mulliner sports saloon, black, brown leather, history and photos; £595.

ALL cars guaranteed; 237, Kensal Rd., London, W.10. Tel. Ladbrooke 1231-2. [C3007]

1928 James Young 20, excellent; £180.—J. B. M. Adams, Gidding, Huntingdon. [W1002]

1933 Rolls-Royce 20/25 Park Ward owner-driver saloon, very good condition throughout; £285.

University Autos, Reading 2368. [B115]

1951 Rolls-Royce Silver Wraith Park Ward limousine, wide face-forward, occasions; £2,850.

i.h.d. 16,900 miles, registered; £2,850.

G BORG & NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eust. 4466.

1937 Rolls-Royce Phantom III Pullman limousine, body by Jack Barclay; £775 or near offer. Central Garage, Waldegrave St., Hastings. [1129]

ROLLS-ROYCE

G & M ALFREDS (1936), Ltd., 1935 Rolls-Royce owner-driver Vanden Plas sweep-back saloon—6-7, Warren St., W.1. Euston 3268. [C1005]

THE SOUTHERN MOTOR Co. specialise in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400-£600.

WORKS, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport), Office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [C1054]

FOR Rolls-Royce saloons and limousines of all makes you might enquire of the bargains we can offer.

Claude Burgoyne & Co., St. Peters Rd., Hammersmith, Riverside 7644.

A & S LTD. (1936), Ltd., BOURNEMOUTH, (4899) 1936 (Tel. 1222-3), officially appointed Rolls-Royce retailers and repairers, reliable used cars.

[C1045]

A & S LTD. 25/30 H. J. Mulliner Touring Limousine, 64,654 miles, very recent overhaul, in exceptional condition throughout. £785. See under Limousines column.

A LPE & SAUNDERS LTD. (Limousines Purchased) A Providence Court, North Audley Street. (Near Selfridges). Mayfair 2341. [C1006]

1949 saloon by Park Ward, 39,000 miles, most recent condition; £1,975.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5215. [C0436]

COUPE Sedanca drop head by Gurney Nutting. 1938, 30hp R.R. 6-light, heater, screenwashers, passimpa discs, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1046]

£2,150!!! Rolls-Royce Silver Wraith with Gurney Nutting drop head, 5-seat bodywork, small mileage motor, can't be匹ed, condition, possibly the only one available, no one looking at or driving this could possibly believe it's over 6 years old.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C2052]

425 Thrupp & Maberly, black, sliding head, heater, radio. P. Gurney Nutting 25/30 sports saloon, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C1048]

500 Rolls-Royce 20/25 Sportsman's saloon, aluminium body, this car has been laid up most of the time since beginning of war owing to petrol restrictions and last five years dead of owner, 1948 overhauled by Rolls-Royce, £1,000. [C1049]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1049]

1935 aluminium body, this car has been laid up most of the time since beginning of war owing to petrol restrictions and last five years dead of owner, 1948 overhauled by Rolls-Royce, £1,000. [C1050]

£369!!! one but a magnificent specimen, carefully used, speedometer records 25,000 and whole vehicle magnificient, 1946 model but looks and runs like 1954.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C2052]

500 Rolls-Royce 20/25 Sportsman's saloon, aluminium body, this car has been laid up most of the time since beginning of war owing to petrol restrictions and last five years dead of owner, 1948 overhauled by Rolls-Royce, £1,000. [C1051]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1052]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1053]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1054]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1055]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1056]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1057]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1058]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1059]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1060]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1061]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1062]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1063]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1064]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1065]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1066]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1067]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1068]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1069]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1070]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1071]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1072]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1073]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1074]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1075]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1076]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1077]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1078]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1079]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1080]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1081]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1082]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1083]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1084]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1085]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1086]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1087]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1088]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1089]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1090]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1091]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1092]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1093]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1094]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1095]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1096]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1097]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1098]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1099]

£799!!! Magnificent Rolls-Royce 30hp with supercharged engine, fitted heater, screenwashers, etc., most attractive. Chappell & Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Tel. Flaxman 0052/7253/7154. [C1100]

1936 (February) Rolls-Royce Phantom III sports sedan by Barker, this superb car is in original condition, one owner since new, finished dark green, small mileage, maker's history, excellent condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; 421, High Rd., Finchley, London, N.11. [C1101]

£7

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)

1956 Rover 90 saloon, black, only 5,000 miles, practically new; £1,250.—Campbell Symonds, Wembley 6262. [C1037/1]

1955 series Rover 90, black/tan, one owner, 10,000 miles, radio, heater, Ace Rimbellishers, loose covers, taxed year; £1,085.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1106]

1955 (March) Rover 90 saloon, sage green; H.M.V. wireless, fog and spot lamps, tax paid; £1,065.—Simister, Station St., Macclesfield. [2291]

1952 Rover 75, radio, heater: £75.—A. Owen (Hendren), Ltd., The Hyde, Hendon, N.W.9. [C1098]

1956 (August) Rover 90, grey, 200 miles, part exchange, if required.—Alan Pickett, Harold Rd., Margate, Thanet 20401. [2242]

1955 Rover 90 black with fawn upholstery, fitted radio, one owner: £1,095.—Jack Smith, 25, Bruton Place, W.1. Mayfair 0661-2. [C4082]

1950 Rover 75 saloon, green, green interior, heater: £540.—Goldie-Scott, 36, Etton Ave., London, N.W.3. Tel. Primrose 3993. [1763]

1954 Rover 90 saloon, unquestionable condition; £1,050.—Autowork, Ltd., 8, St. Swithun St., Winchester. Tel. 4965. [C1010]

1956 (November, 1955) Rover 60 saloon, grey, 10,000 miles; £1,075.—Saul & Slatter, Ltd., 44-46, Aldermans Hill, N.15. Tel. Foxlove 1066. [C4002]

1953 Rover 75 (Sept.), grey, heater, radio, one owner: £755.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8400. [C4056]

£735!!—Dear but worth it! 1952-3 Rover 75, although speedometer reads 20,000 this vehicle is unmarked and unwarmed one might believe it's only done 5,000 miles, you must see this one.

L AMBLESIDE, 1955 (established 1897); 400 guaranteed cars; exchanges, hire purchase—421, 423, High Rd., Finchley 6222. [C2052]

1948 (Oct.) Rover 60 sports saloon, grey, grey leather, one owner, fitted heater, etc.: £425, £213 deposit.—McLaren & Cox, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9355. [C3083]

R OVER 75, May 1955, fitted radio and heater, one, maintained in scrupulous order by one owner, £975. Another one owner, 1955 series 90, also black, with radio and heater, in first-class condition: £925.—Jennings, Richmond (Surrey) 3368.

1953 model Rover 75 saloon, black with grey hide interior, fitted heater, excellent condition throughout; £895.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 2233. [C4094]

1954 Rover 90 saloon, black, radio and heater, maintained in scrupulous order by one owner: £975. Another one owner, 1955 series 90, also black, with radio and heater, in first-class condition: £925.—Jennings, Richmond (Surrey) 3368. [C5103]

1956 Rover 60 3,000 miles, heater, Kumfcar, nylon loose covers Undersealed, Rimbellishers, 30mpg, as new, taxed to end of year; 1,100gns.—Ring, Bel. 3417 until 6 p.m. After 7.30 and Saturday and Sunday Sh. 3894. [2208]

XXX—(1954) Rover 75 P4 saloon, in dark green, with grey leather heater, H.M.V. radio, loose covers, a really outstanding specimen, written guarantee—£565; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2001]

H ATTON, Birmingham—P4 Rover 75s 1950, 1951, 1952, 1953, 1954, 1955 and 1956 saloons in stock, every car most carefully serviced before sale, any car exchanged, terms offered, immediate delivery anywhere, please ring Midland 2437. Hatton Motors, Ltd., Official Rover Dealers, 71, Broad St., Birmingham. [C2097]

Rover (60, 75 and 90) Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY require 1954-55 Rover 75s and 90s; offers appreciated.—Portsmouth Rd., Guildford. [62907]

CAREFULLY maintained 1948-50 Rover 60 wanted privately.—Full details, Box 3556. [2245]

LAND-ROVER

E VANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers, with 5 months' specific guarantee.—Evans (Wimbledon) Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. [C1095/R]

H ARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer a selection of 1956 (June) Land-Rover pick-up de luxe, canvas hood, with Perspex side panels, seats in rear, heater, signals, 6,000 miles, unmarked; £575.

1955 model Land-Rover pick-up de luxe, new tyres, canvas hood, excellent condition; £495. SIX months' guarantee; hire purchase.

COUNTRY enquiries welcome, representatives for all districts.—High Rd., South Woodford, London, E.18. Wanstead 0056. [C2039]

1955 Land-Rover, one owner; £495.—Odeon Motors, Ltd., Earls 1144. [C2026]

G & M (ALBENDA, 1956), Ltd., 1952-1954 Hovers, private owners, considerably above average.—6-7, Warren St., W.1. Euston 3268. [C1005]

R OSE & YOUNG, Ltd., offer 1956 Land-Rover, 700 miles only, a few weeks old, list price over £1,000; our price £825. Part exchange welcome.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057]

R OWLAND SMITH, the car buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

H ARVEY HUDSON, Ltd., the nation-wide Land-Rovers; country enquiries welcome.—High Rd., South Woodford, London, E.18. Wanstead 0056. [W2039]

ROVER MISCELLANEOUS

B EARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348. [C1080/R]

ROVER MISCELLANEOUS

H ENLAYS, Ltd.

E NGLAND'S Largest Rover Distributors

D EVONSHIRE House, Piccadilly, W.1. (Hyde Park EN1).

H ENLY, House, 385, Euston Rd., N.W.1. (Euston 4444.)

M ANCHESTER (Blackfriars 7843).

R ISTOL (Bristol 21326).

B OURNEMOUTH (Bournemouth 6314).

N ORTHAMPTON (Northampton 907).

C AMBERLEY (Camberley 77).

H OUNSLAW (Hounslow 3454).

F INCHLEY (Finchley 0081). [0029/R]

Rover Miscellaneous Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

A LMOST new Rover required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W2036]

XXX Excellent cash price offered for good Rover.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

WANTED, nearly new Rover; distance no object; details and price.—Green & Zonis, Ltd., 290252, Deansgate, Manchester, 3. Tel. Deansgate 3326-6. [W2026]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

SINGER S.M. saloons urgently wanted by Jack Posner Automobiles, 395, Hounds Way, N.W.3. Hen. 8012. [W3053]

SINGER

SINGER Hunter special saloon, blue with blue interior, chauffeur maintained; £695. PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dea 4507. [C3082]

SINGER 1951—Reed, 1950 Singer 9 sports roadster, immaculate condition, bargain price.

L AMBS OF WOOD GREEN (established 1897), 100 guaranteed cars; exchanges; hire purchase; 421-423, High Rd., Finchley. [C2052]

SINGER Super 10, 1946, moderate mileage, taxed year, well kept, loose covers; £240. Box 3481.

SINGER 9, 1952 model, 4AB sports roadster, 1,986 gns.—Singer 9, 1952, sliding glass sidescreens, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

SINGER 9, 1940, sports roadster, very good condition; terms, exchanges.—Rowland Smith, below.

SINGER 10, 1947, saloon, sliding head, leather, good condition; terms, exchanges.—Rowland Smith, below.

SINGER 9, 1937, Bantam saloon, sliding head, leather, choice of 3 Singers 9, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Singer Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

SINGER agents for spares, service, repairs.—Automenors, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 8281. [W754/R]

W E SPECIALISTS on gear boxes, gears, repairs, etc., open 9-7 week-days and Saturdays.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [S1400]

A LLEN OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkley St., Bristol. Tel. 22514. [C2059]

M ANCHESTER, South Lancashire, North Cheshire; specialized sales, service and spares; distributors.—Parkers, Ltd., Bradshawgate, Bolton (0480), and 176, Deansgate, Manchester (Deansgate 4057). [C1040/R]

SKODA

S KODA 1950 (regd. '54) 10HP cabriolet, radio and heater, in absolutely immaculate condition, reconditioned engine, very fast and economical; £225 or deposit £165.—Harry Davies Car Sale, 128-132, Manor Park Rd., Harlesden, N.W.10. Edgar 2707. [C1117]

SPORTS CARS

B. & G. MOTORS offer:—

£275—Aston Martin 1½-litre Le Mans open 2-seater, red, new hood and new tonneau cover, outside exhausts, fold-flat screen, cycle wings, etc.

£225—Tren-Riley 1,100cc sports 2-seater, first registered 1950, matching tonneau, etc., etc.

£195—G.T.A. TA model 10 1952 sports 2-seater, cream, fold-flat and aero screens, all-over tonneau, etc.

£185—Triumph 10.8 Monte Carlo sports 2-seater, taxied, spotless, red, slab tank, etc.

£170—M.G. PA 8HP sports 2-seater, spotless ivory.

£165—M.G. PA 8HP sports 4-seater, spotless ivory.

£150—M.G. PA sports 2-seater, green.

£155—Alvis Speed 25 1938 sin., very sporting lines.

£145—M.G. NA Magnette open 2-seater, red.

£120—M.G. J2 8HP sports 2-seater, red.

£120—M.G. J2 8HP sports 2-seater, red.

£110—M.G. 8HP sports 4-seater, very nice.

£115—B.S.A. Scout sports 2-seater, red.

£95—B.S.A. Scout sports 2-seater, grey.

£85—Triumph 10 Monte Carlo sports 4-seater, cream, slab tank, 2 spares tonneau cover, etc.

MANY others; easy credit.—B. & G. Motors, 194, Arlingdon Rd., Camden Town, N.W.1. Gulliver 3811. [C1019]

R OWLAND SMITH'S for sports cars.

525—Jaguar, 1952, XK120 2-seater, excellent condition.

395—Jowett Jupiter September 1953 super sports 2-seater.

395—Healey 1950 2½-litre sports 4-seater.

395—Frazer Nash-B.M.W. registered 1953 1½-litre special streamlined super sports 2-seater.

365—Singer 9 1952 model 4AB sports roadster, I.F.S. glass sidescreens.

365—Le-Francis 1949 series (Earls Court Show model) 1½-litre open 2-seater.

345—Singer 9 1951 4AB sports roadster, red, I.F.S. good tyres.

295—Frazer Nash-B.M.W. 1938 2-litre 328 sports coupe.

195—Aston Martin 1930 1½-litre International short sports 2-seater, Le Mans engine, cycle type wings.

175—Allard 1947 sports 4-seater.

175—Riley Lynx Sprite 1958 special series 1½-litre open 2-seater.

175—M.G. Midget 1936 model P 2-seater, fitted 9HP PB engine.

165—Singer 9 1940 sports roadster, very good condition.

165—Morgan 4/4 1937 2-seater, two spare 95ms.—Singer 9 1937 Le Mans 2-seater; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

SINGER Le Mans, 1934; £55 o.n.o.—Lon. 6946, ext. 3, Farnborough, Hants 329 (evenings). [2276]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

PERFORMANCE CARS, Ltd., select from their stock 150 new and guaranteed used cars.

ALLARDS, Alvis, Bentleys, Jaguars, M.G.s, Renaults, TR2s, etc.—all under £1,000.

ASTON MARTIN 1½-litre Mk. II, 1953, £295; International tourer, 1952, £145; Aston Martin 2-litre saloon, 1957, £195.

AUSTIN Atlantic hardtop, 1952, £395; 1951 (Oct.), £185; Austin 10/40, exceptional, £145.

AUSTIN Cambridge saloon, £145; Atlanta V12 fixed head coupe, 1959, £375.

B.S.A. Scout, 1958, £135; B.S.A. Scout, 1959, £165; Bugatti 8, 18hp, black, 1925, £195.

CITROËN Light 15, 1949, £375; Citroën Roadster, September 1949, £115; Cooper-M.M.C., etc.—£395.

DELAHAYE 135M coupe, 1951, £395; Daimler 2½-ltr. 1959, two owners, £295.

FRAZER NASH Chipping Blackburn unit, 1955, £285; Fiat Ballina, ex-Metcalfe, £275; Ford 8 sal., '38, £125.

FORD Pilots, choice of 8, £295-£345; Customs converted, one owner, 1948, £255.

FORD Prefect saloon, green, 1951, £285; new Fiat 600, blue, £260; Ford C.M.S., special, £395.

HEALEY Tickford saloon, 1953, £595; 1949, £295; Hotchkiss, Paris, 'Nica, 1959, £245; Hillman Minx, conv., heater, 1952, £115.

H.G. 1100 8-seater, 1949, £395; Jowett Jupiter, exceptional condition, green, 1953, £495.

LAGONDA V12 drop head, 1959, £395; Lagonda 4½-litre V.D.P. tourer, 1955, £195.

MORRIS Minor saloon, 1956, £545; Mercedes-Benz 500K cabriolet, £295.

MORRIS Minor saloon, 1957, £125; Riley 15/6 saloon, black, 1956, £145.

SINGER Roadster, 1952, £225; Singer Le Mans, 1955, £145; Singer 2½-ltr., 1957, £295.

IMMEDIATE hire purchase and insurance, cars and motor cycles taken in part exchange.

Open 9-7 week-days, 11-5 Sundays; illuminated all night.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841.

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041.

SLOCOMOTIVES, Ltd.

WE are interested in the purchase of all types of sports cars and drop head coupes in first-class condition, on—38-52, Budgen Hill Lane, N.W.10. Willesden 4863.

MERCURY MOTORS wish to purchase good used M.G.s and Morgans of most types.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex.

6058-9.

J. H. BARTLETT will pay more for all types of good sports cars.—27, Finsbridge Villas, W.1. [W1013]

XXX Excellent cash price offered for good sports cars.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

CHILTERN CARS urgently require all types of sports cars, both open and closed, in good condition.—11a, Leathen Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060.

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automobiles, Ltd., Ferry Rd., Barnes, S.W.13. River-side 8291.

STANDARD 8

G. S. HALL offer:—

1956 Standard 8 saloons, why second-hand!!! save £25, buy new at pre-estimate price, choice of colours.—302, King St., Hammeramith, W.6. River-side 2881. [C2100]

WARWICK WRIGHT, Ltd., offer:—

1956 Standard Super 8 saloon, blue, red upholstery, heater, 6,000 miles, £545.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

LATE 1947 Standard 8 tourer, excellent, taxed; £215.

—114, Village Way, Beckenham, Bex. 3734. [2215]

1955 (May) Standard 8, black/red, heater, 11,000 miles, taxed; £440.

1954, 2½-ltr., 2 grey/red. Undersealed, heater, 15,000 miles, taxed; £430.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. 4822/5. [C1116]

£399!!!—1954 Standard 8 4-door saloon, magnificently condition, choice colours; also 1955 model immaculate.

LAMBS OF WOOD GREEN (Established 1897), 100, 422, High Rd., Finchley. Finchley 6222. [C2052]

1947 drop head 8hp A.A. inspection invited; £195; terms; exchange; T. & F., 10, Winchester Mews, N.W.3. Tel. 6139. [1794]

1955 Standard 8 saloon, grey/red, heater and other extras, 18,000 miles, one owner; £425; Robbins, East Putney, Tel. 7881. [C3010]

£415—1955 Standard 8 saloon, black, excellent condition.—Hawthorn Garage, 50, Haworth stock Hill, N.W.3. [C4046]

—1954 4-door de luxe saloon; £465; 6,000 miles, exchanges; hire purchase.—Lockhart's Service Depot, Chilham Rd., Dunstable. Tel. 114. [2184]

1956 Standard Family 8, new, unregistered, pre-lands 103, New Bond St., London, W.1. Mayfair 8851. [C1029]

PRIDE & CLARKE—1955 Standard 8 saloons, low mileage, heater, from £429; 1954, low mileage, heater, from £399.—Stockwell Rd., S.W.9. Brixton 6251.

1948 Standard 8 4-seater tourer, excellent condition; £195; exchanges and terms.—Palmer's, 3, Russell Garden Mews, Kensington, London, W.8. Park 9704 & 5968. [C3034]

1956 (May) Standard 8 saloon, due colour, many options, taxed until December '56, 10,000 miles; £545. R. C. Wimbush, Ltd., 512, Earl Court Rd., London, S.W.5. Fremantle 9401-2-3. [C4056]

ACHIE SIMONS & Co., Ltd.—1956 Standard 8hp

A 4-door black saloon, red upholstery; this car has covered only 1,400 miles since new and is as such; £535.—95, Gt. Portland St., W.1. Tel. 1343. [C4015]

Autocar

STANDARD 8

1955 (March) Standard de luxe 8 saloon, colour black, 9,000 miles, fitted heater, exterior sun visor, side wing mirrors, licensed to December, first class condition.—Caythorpe, £295.

MILESTONE SERVICE GARAGE, Ltd., 306, Erith Rd., Bexley Heath, Erith 2629. [1476]

145 gns.—Standard 8, 1950, drop head coupe, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C1008]

£425—1954 Standard 8 saloon, fitted with a high compression cylinder head and twin carburetors giving a delightfully smooth performance, moderate mileage, a beautifully maintained car.—Hartards Garage, St. Leonards Rd., Windsor. [C2105]

1956 Standard 8, 1950, drop head coupe, leather, heater, 9,000 miles, £395.

STANDARD 8 Cars Wanted

HUMMING BIRD Garage, St. Albans 52050. [W2106]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

STANDARD 10

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Gladstone 5304. [C1072]

L. F. DOVE offer:—

£540—1954 Standard 10 de luxe model, spare un-used, almost new, etc.—L. F. Dove, Tel. Grosvenor 4772/3. [C3051]

PHILIP RICKARDS, Ltd., offer:—

1956 Standard Super 10 saloon, blue/red, 6,000 miles; part exchange, deferred terms.—B. F. Dove, Tel. Grosvenor 4772/3. [C3051]

£500—Standard 10, 1950, 6-seater, £500.

ALL STANDARD 10, 1950, 6-seater, £500.

£545—1954 Standard 10, 1950, 6-seater, £500.

£545

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STUDEBAKER

1952 Studebaker Champion, perfect throughout; £595. **SCOTT CARS**, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Studebaker buyers; outright purchase of part exchange—£345. High Rd., Wembley. Wembley 6951. 3905

Studebaker Spares and Services EXCHANGE engines and overdrive gear box, including hydraulic on post-war vehicles; technical service available.

ALLIANCE AUTO CO., Ltd., Parsons Mead, West Croydon, Surrey. Croydon 1066. [0765/R]

WE specialise on gear boxes, gears, repairs (guaranteed); seat covers £7/16; cars bought, sold—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Fri. 6159. [S4016]

SUNBEAM

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OOTES HAVE available a range of Sunbeam cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0111/R]

TOLWORTH MOTORS, Ltd.

1955 90 Mark III, 8,000 miles, overdrive, heater, loose covers, one owner, as new; £1,065. **1955** 90 Mark III convertible, overdrive, heater, low mileage, one owner, immaculate; £950. Kingston By-Pass, Tolworth. Embriidge 2254. [C4081]

J. DAVY, Ltd., Rootes Dealer.

1956 (July) Mark III saloon, 140 miles only, as new in all respects; £1,165. **180** 184, Kensington High St., W.8. Western 7181. 215, Brompton Rd., S.W.3. Knightsbridge 4215. [C1069]

TOM GARNER, Ltd., offer:—

1956 Sunbeam Mk. III saloon, thistle grey, heater, 300 miles only; £1,175. **TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

CHARLES POLLETT, Ltd., offer:—

1955 Sunbeam convertible, blue, 17,000 miles, exhibition condition; £975. **SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

WARWICK WRIGHT, Ltd., offer:—

1954 (December) Sunbeam Mark III saloon, black, red upholstery, heater, 8,000 miles; £1,025.

1955 Sunbeam Mark III overdrive saloon, green with green upholstery, heater, 8,000 miles; £1,195. **WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:—

1955 (series) Sunbeam Mark III saloon, one owner only from new, 14,000 miles, fitted with a host of extras, including radio, postlights, rev. counter, in first-class condition throughout; £935. Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

1956 (April) Sunbeam Mark III saloon, radio, etc., 2,200 miles only, 4 months' guarantee; £1,125. **Green & Sons, Ltd.**, 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028]

1955 Sunbeam Mk. III convertible, crystal green, pale green upholstery, fitted radio, heater, overdrive, rev. counter, wing mirrors, fog lamp, and link mats, one owner; £995. Jack Smith, 23, Bruton Place, W.1. Mayfair 0651-2. [C4082]

Sunbeam Cars Wanted ALMOST new Sunbeam required immediately.—A Morley 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

SUNBEAM ALPINE

BENTALLS, Ltd. Sunbeam Alpine, grey, with red; £775. **1954** Kingston-on-Thames, Kingston 1001. [C1093]

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1954 Alpine, supercharged, 10,000 miles only, perfect condition, exceptional performance; recommended—Autavia House, 266, Fulham Rd., S.W.10. Flaxman 0906. [C1118]

1953 (Sept.) Sunbeam Alpine sports. Alpine mist/night, radio, heater, twin pass lights, badge bar, etc., one owner, taxed, recorded mileage 13,055, unblemished; £685. **A LTWOOD GARAGE**, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and weekends. Littlewick Green 3076. [C1107]

SUNBEAM-TALBOT

GLANFIELD LAWRENCE offer:—**1950** Sunbeam-Talbot 80, grey, one owner, small mileage, very carefully used, guaranteed; £405-407, High Rd., N.12. Finchley 6091. [C2053]

WARWICK WRIGHT, Ltd., offer:—**1954** Sunbeam-Talbot 90 Mark II A saloon, Alpine mist, red upholstered, heater, 16,000 miles; £895. **WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [C4045]

PETER BANTOCK CAR SALES offer:—**DECEMBER 1951** Sunbeam-Talbot 90 convertible, thistle grey with red hide upholstery, just fitted with red hood; this attractive car has had one owner since new and has only done a moderate mileage; £525. 104, High Rd., Chiswick 2725, 5870. [C1014]

SUNBEAM-TALBOT

SUNBEAM-TALBOT 1952 saloon, blk. red, heater, S seat covers, exceptional condition; £530. Woking 1455. [C2241]

1953 Sunbeam-Talbot, black, low mileage, heater, taxed year, bargain; £645. L. F. Dove, Ltd., Woking 1282. [C2263]

1947 Sunbeam-Talbot 2-litre saloon, silver grey, grey interior, modern lines, excellent de 1932. Hillwood Motors, Mill Hill (London) 4232. [C2108/B]

£495!!! 1955 Sunbeam-Talbot 90 convertible, one owner, black with red leather upholstery, magnificent condition, choice also another in mint condition.

£495!!! 1952 Sunbeam-Talbot 90 convertible, one of those specimen condition "out of this world" type, will be sold on sight.

£495!!! 1951 Sunbeam-Talbot 90 Mk. II convertible, grey with red leather, beautiful car, only 2 owners, must be driven to be appreciated.

£795!!! 1954 Sunbeam-Talbot 90 Mk. II, 16,000 miles, 2-litre, silver grey, heater, excellent condition, choice also convertible in spotless and magnificent condition.

AMBER (Mr. G. GREEN) (Established 1897), 100 L guaranteed car; exchanges; hire purchase. 4252, High Rd., Finchley. Finchley 6222. [C2052]

1952 Sunbeam-Talbot 90 convertible, heater, two owners, really excellent throughout; £545. terms, exchanges. Richards & Carr, Ltd., 35, Kinnerley St., S.W.1. Belgravia 3711. [C3045]

1954 (Sept.) Sunbeam-Talbot saloon, grey, red, one owner, 16,000 miles only, heater, excellent condition; £775. Haselemer Motor Co., Ltd., Gainsborough 2295. [C2271]

1951 (Sept.) Sunbeam-Talbot 90 saloon, green, red interior, one owner, radio, heater, overhauled, superb model; £525. Hillwood Motors, Mill Hill (London) 4232. [C2108]

£499!!! 1952 Sunbeam-Talbot 90 convertible, honey beige, red leather, beautiful condition, bargain—Haverstock Garage, 50, Haverstock Hill, N.W.5. [C2273]

1954 (Sept.) Sunbeam-Talbot 90 saloon, grey, red, one owner, 16,000 miles only, heater, excellent condition; £775. Haselemer Motor Co., Ltd., Gainsborough 2295. [C2271]

1951 (Sept.) Sunbeam-Talbot Alpine, one owner, 8,000 miles, radio, most beautiful condition; £895. Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5215. [C4036]

TANKARD & SMITH, Ltd., offer Sunbeam-Talbot 2-litre saloon, black/beige, excellent condition and performance; £345; 5 months' written guarantee. 194-198, King's Rd., Chelsea, S.W.3. Flaxman 4801. [C4025]

ROSE & YOUNG, Ltd., offer: 1954 Sunbeam-Talbot 90 Mk. II saloon, low mileage, one owner, since new, black, red leather; £625. part exchange welcome. 65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057]

1952 (September) Sunbeam-Talbot 90 convertible, superb condition throughout, meticulously maintained by fastidious owner, used as second car, no family or life, private; £560. Beaconsfield 745 or 1585. [C2222]

Sunbeam-Talbot Cars Wanted

R ROWLAND SMITH'S, the Car Buyers—Highest cash price for Sunbeam-Talbot—Hampstead (Phone) N.W.3. Ham 6041. [W4018/R]

ALMOST new Sunbeam-Talbot required immediately—76, Cambridge Rd., Kingston 8885. [W3016/R]

1951 Sunbeam-Talbot coupe wanted urgently, immediate settlement—Bray Motors, 180, West End Lane, N.W.6. Ham 6490. [W1024]

XXX Excellent cash price offered for good Sunbeam-Talbot—H. F. Edwards 24-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2109]

URGENTLY required 1950-56 Sunbeam-Talbot saloons—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 6263. [W2109]

CASH for your Sunbeam-Talbots, any condition accepted; we settle h.b. or part in exchange. Lamb of Wood Green, 421, High Rd., N.12. Finchley 6222. [W2052]

SWALLOW DORETTI £745—One owner, recorded mileage 9,000 only, B.R.G. carefully maintained—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [C1046]

TALBOT

£195!!! 1937 Talbot 10 saloon, excellent condition throughout; choice of 2.

AMBS OF WOOD GREEN (Established 1897).—100 L guaranteed car; exchanges; hire purchase. 421-423, High Rd., Finchley. Finchley 6222. [C2052]

£150!!! 1938 Talbot 10 tourer, bronze, reconditioned motor, fine condition.—Redhill 3230. [C2240]

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots, 27, Southfields Rd., S.W.18. Vandyke 1612. [0865/R]

WE specialise on gear boxes, gears, repairs (guaranteed), seat covers from £1. Tarrant & Farmer, 10, Winchester Mews, N.W.3. Fri. 5959. [S4100]

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0863/R]

TRIUMPH TR2, 1954, black, B.R.G., heater, tonneau. Marchals, not raced, rallied, 12,000 miles, immaculate; £685. Wordsworth 5172. [C2229]

£445 Triumph K Series Renown, superb example, extra careful owner, tyres as new, heater, ride control, many others.

BENMOTORS, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5056-7. [C1017]

1940 July registration, Triumph Dolomite, a roomy and economical car, absolute snip; £125!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mai 4723. [C1011]

1955 TR2, one owner, red, heater, taxed as new, 9,000 miles; £785. Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2065]

1946 Triumph Roadster, black, taxed December, good condition and tyres; exchange Morris or Vauxhall; £295. Thornton Heath 4422. [C2261]

1947 Triumph Roadster, £395. Monroe Motors (Mr. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088]

£715 TR2 1955, low mileage, outstanding condition, carefully driven; h.p. arranged.—Rushby 3167. [C2238]

1951 Triumph 2000 Renown, in superb condition, fitted with division, black, brown upholstery; £465; h.p. terms.—Phillips Motors, Primrose 6668. [C3106]

1951 Triumph Renown, grey, beautifully maintained and in superb condition, fully guaranteed; £425—Colin Garages, Ltd., 42, Worle Rd., Wimborne 0195: 13-14, Castle Parade, Ewell 2393. [C1034]

TR2 1955 (May), 10,000 miles, unmarked, in pearl grey with red interior; £675, private sale, h.p. available.—21, Stonecroft Rd., Totley, Sheffield. Tel. evening 70575. [C1066]

'55 TR2, one owner, 15,000 miles, spare unused, white, overdrive, heater, whitewall tyres, sliding side screens, tonneau cover, taxed for the year; £825—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085/I]

TRIUMPH

L. F. DOVE, offers:—

£695 1955 TR2, pearl white, choice of two others—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

B. J. HUNTER, Ltd., offer:—

1955 Triumph TR2, fitted overdrive, heater, wire model; £795. B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

EUROPEAN CARS Ltd., offer:—

AUGUST, 1955, TR2, British racing green, 11,000 miles, one owner, fitted with Michelin X tyres, tonneau cover, heater, windscreens washers, condition as new; £735. [C1057]

129 Old Brompton Rd., S.W.7. Tel. 7722. [C1057]

CMI CAR SALES (Prl. 6623) offer:—

1952 Triumph Renown saloon, heater, one owner, taxed year; £415. [C1051]

3 MONTHS guaranteed terms; list on application—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

TRIUMPH TR2 (registered 3/7/56), 600 miles only, virtually unused, British racing green black hard top; £845.—Brown's Garage, Ltd., High Rd., Loughton. Tel. Loughton 6222. [C1034]

RICHARDS & CARR, Ltd., are always best value.

1955 TR2, 14,000 miles, green, really excellent example throughout; £695. [C1045]

1954 TR2, 14,000 miles, green, virtually unused, £755. [C3045]

TR2 specialists—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841.

TR3 April 1956, 694 miles, one owner, virtually new, mist blue; £755. [C3045]

TR2 March 1956, 5,560 miles, one owner, red, spare unused, unmarked; £755. [C3045]

TR2 green, ex works team car, wire wheels, originally excellent; £795. [C3045]

TR2 1955, green, £445. [C3045]

TR2 damage; £695. [C3045]

TR2 1954, cream, leather; £675. [C3045]

TR2 1955, red, spotless; £745. 1947 1800 Roadster, reconditioned engine; £365. [C3045]

TR2s and Roadsters urgently wanted; inspection anywhere.—See also under "Sports Cars." [C3041]

TR2 Nov. 1954, black, red Vynide, heater; £675. [C3045]

CLAND & TABOR, Ltd., Welwyn 481-2-3, offer:—

1955 Triumph TR2, B.R.G. low mileage, immaculate; £785. [C1001]

1949 Triumph 2000 razor edged saloon, very good condition throughout; £525. [C3045]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

TRIUMPH TR2, first registered June, 1955, 8,000 miles, perfect condition; £760 or near offer.—Box 3541. [C2147]

1955-6 TR2, British racing green, very low mileage and as new. £699.—Pinner Motor Co., Tel. Pinner 456. [C3105]

1951 Triumph Renown saloon, grey, heater; £395. Vandervells, 213, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

TRIUMPH TR3, 1956, April, ivory and black trim. Marchals, not raced, rallied, 12,000 miles, immaculate; £685.—Wordsworth 5172. [C2229]

£445 Triumph K Series Renown, superb example, extra careful owner, tyres as new, heater, ride control, many others.

BENMOTORS, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5056-7. [C1017]

1940 July registration, Triumph Dolomite, a roomy and economical car, absolute snip; £125!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mai 4723. [C1011]

1955 TR2, one owner, red, heater, taxed as new, 9,000 miles; £785. Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2065]

1946 Triumph Roadster, black, taxed December, good condition and tyres; exchange Morris or Vauxhall; £295. Thornton Heath 4422. [C2261]

1947 Triumph Roadster, £395. Monroe Motors (Mr. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088]

£715 TR2 1955, low mileage, outstanding condition, carefully driven; h.p. arranged.—Rushby 3167. [C2238]

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1951 Triumph Renown, grey, beautifully maintained and in superb condition, fully guaranteed; £425—Colin Garages, Ltd., 42, Worle Rd., Wimborne 0195: 13-14, Castle Parade, Ewell 2393. [C1034]

TR2 1955 (May), 10,000 miles, unmarked, in pearl grey with red interior; £675, private sale, h.p. available.—21, Stonecroft Rd., Totley, Sheffield. Tel. evening 70575. [C1066]

'55 TR2, one owner, 15,000 miles, spare unused, white, overdrive, heater, whitewall tyres, sliding side screens, tonneau cover, taxed for the year; £825—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085/I]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

TR2 overdrive, Michelin X, radio, chrome rack, heater, passlamps, grey, grey leather, £695; also 1956, 2,000 miles, and 2 red 1955.—Chipstead Motors, Ltd., 197 Fulham Rd., Kensington, London, S.W.3. Tel. Finsbury 0232-4254. [C1046]

£675 1954 Triumph TR2, in immaculate condition, never been raced, fitted extras including heater, expensive overdrive, etc.; speedometer records 20,000 but this vehicle feels and drives as though it's only done 10,000 miles.

LAMES OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase—421-423, High Rd., Finchley. [C2052]

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumphs.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Triumph TR2

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

MARSTON MOTORS Co., Ltd., for your Triumph.—M Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R]

ALMOST new Triumph required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W3016/R]

XXX Excellent cash price offered for good Triumph.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-42, Eden St., Kingston-on-Thames. Kingston 3151-4. [01918/R]

BARIL ROY, Ltd. Triumph spares stockists, pre-war models.—161, Great Portland St., London, W.1. [0143/R]

TRIUMPH specialists; full stocks of spares for pre-war models and first-class service facilities.—Newham, Hammersmith Broadway, W.6. Riv. 4646. [S3024]

WE specialize on gear boxes, gears, repairs (guaranteed) 1934 onwards; seat covers, £3/10.—Tarrant & Frazer, 10, Winchmore Mews, N.W.3. Prl. 2647. [S84100]

TRIUMPH spares for all post-war models; latest provincial stockists—Hollingsdrake Automobile Co., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 5322). [0355/R]

UTILITY CARS

BROADWAY MOTORS HOUNSLAW, offer:—

1956 New Bedford utility, duo tone grey, no purchase tax.—Hanworth Rd., Hounslow, Middlesex. Hon. 0175/9309. [C1113]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Hillman estate car, radio; £250.

1952 Standard Vanguard utility, r. and h.; £325.

355 High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

£355 1951-2 Austin A40 Countryman, fold flat seats, etc., immaculate.

AMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase—421-423, High Rd., Finchley. [C2052]

1955 Austin A30 Countryman, grey/biscuit interior, one owner, extras, very clean, any inspection invited; £495.—Below

1954 Morris Minor Travellers Car, de luxe, grey, red, one owner, heater, loose covers, unmarked.—Morris Travellers Car, Ltd., North W.18. Wandsworth Common, S.W.18. Vandky 1166. [C4034]

1954 Morris Minor de luxe Travellers car, green with green leather, 9,000 miles only, absolutely immaculate; written guarantee; £555.

SIDFORD CAR SALES, 98-116, Commercial Rd., Southampton, Southampton 25252; open daily to 9 p.m.

BENFIELD MOTOR EXCHANGE for Utilities.

Bedford specialists, list on request.—Bennetts Lane, Harrow. Tel. 6225-6. [01621/R]

1955 Bedford Dormobile, grey, roof lining insulation, ventilator, signals, heater, windscreen washer; £625.-137, Fishpool St., St. Albans. [2115]

1956 Austin A30 Countryman, one only remaining at pre-increased price, a saving of upwards £50.—E. Claybourn & Co., Ltd., Hallgate, Doncaster. Tel. 3414. [C4096]

BEDFORD Dormobiles by Martin Walter; a few low-mileage models in stock.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3016]

1956 Dormobile Martin Walter, works mileage, £750; also 1955 Austin A40 estate car, exchanges, etc.—Autowork, Ltd., Southampton. [C1010]

G & M ALFREDS (1936), Ltd., 1952 Ford genuine Martin Walter utility, general condition 1955; Lea-Francis Utility reconditioned engine, fine order throughout.—6-7, Warren St., W.1. Euston 3288. [C1005]

495 Hillman Minx, September 1954, Phase VII estate car, golden sand, heater, one owner, small mileage, exceptional condition; terms, exchanges, etc.—Selby. [C1006]

295 1954 Standard Vanguard, December 1949, 4-door estate car, leather, heater, carefully used, excellent condition; terms, exchanges; list; open 9 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). Hampstead 6041. [C4018]

1956 Vanguard estate car, de luxe model, with birch grey, fitted seat covers and taxied for year, mileage only 3,000, cost nearly £1,000 4 months ago; condition as new throughout; £825.—The WEST COAST MOTOR Co., Ltd., 113, Mulberry St., Liverpool. 7. Royal 1918-9. [C2082]

UTILITY CARS

1954 (May) Hummer Super Snipe estate car, 6/8-seater, Mark IV chassis, ohv engine, one owner, genuine 12,000 miles, bargain; £545.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde Park 9184. [C1050]

£465 Standard Vanguard 4-door estate car, September 1952/3, immaculate, finished in Cambridge blue with blue vinyl upholstery, built-in heater, air conditioning, demisting, Flamethrower, etc., one most fastidious owner, magnificent mechanical order.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

WHY accept less for your utility, estate car or shooting brake when you can get its full market value from:

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2237. Open week-days 8 a.m. to 6.30 p.m.

ROVS always good buyers of vans and utilities—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [W3059]

BEDFORD Dormobile by Martin Walter wanted.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3016]

ALL estate cars urgently wanted, especially good Standard Vanguard four-door.—Pedigree Cars, 340, Euston Rd., London, N.W.1. Euston 7889. [W3033]

ESTATE CARS LTD., the utility specialists, urgently required. Estate cars, shooting brake, etc., all makes and sizes, good prices paid.—Upper Richmond Rd., S.W.1. Putney 2276-7. [C072/R]

VAUXHALL 10

1940 (April), Vauxhall 10 hp, just been resoled, sound condition throughout; £150.—Maida Vale 1369. [S152]

VAUXHALL 12

SIMPSON'S MOTORS (WEMBLEY), Ltd., English car sales division, offer:—

1946 Vauxhall 12; £295.

355 High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

VAUXHALL 14

£335 1947-8 Vauxhall 14 J type, spotless interior, beautiful undamaged bodywork, mechanically outstanding, far superior to average ones offered.

AMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase; £100.—423, High Rd., Finchley. Finchley 6222. [C2052]

175 1954—Vauxhall 14, 1946 saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube). Hampstead 6041. [C4018]

VAUXHALL WYVERN

CAR MART, Ltd.

1954 Vauxhall Wyvern saloon, heater; £520.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

MANEGERTON

1955 Vauxhall Wyvern, black, red upholstery, mileage 9,000. [C2073]

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 3073. [C2006]

FINCHLEY MOTORS offer:—

1956 model Wyvern with special show finish, many extras, 4,000 miles; £675.

FINCHLEY MOTORS, 23, Ballards Lane, Finchley N.3. Finchley 1503. [C2259]

GLANFIELD LAWRENCE offer:—

1954 Vauxhall Wyvern, metallic grey and red, fitted heater, supplied and maintained by us; £685.-407, High Rd., N.12. Finchley 0091. [C2053]

£499 1954 Vauxhall Wyvern de luxe saloon, only one owner, beautiful condition, choice 2; also another 1954 model, choice condition, choice 2.

AMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase; £421-423, High Rd., Finchley. Finchley 6222. [C2052]

1956 (April) Wyvern silver/straw saloon, 3,000 miles, £50 extras, as new, taxed; £760.-Windsor 1130. [C2257]

VAUXHALL Wyvern 1955 saloon, colour black, red, leather, fitted heater, extras which include heater, rear seats, courtesy lights, etc.; £695.

LISLES GARAGE, 50-52, Broad St., Birmingham, 1. Tel. Midland 7352 or 3574. [C3097]

1952 Wyvern saloon, black, brown interior, heater, screen clean, twin fog lamps, etc., nominal mileage; £465.—Robbins, East Putney. Tel. 7881. [C2054]

1955 Vauxhall Wyvern saloon, £635; also 1954 ditto at £545; both cars in showroom condition.—Jennings, Richmond (Surrey) 3368. [C3103]

1951 Vauxhall Wyvern, immaculate condition, new engine; £595.—Park Garage (Molesley), Ltd., Hampton Court Way, Molesley, Surrey. Tel. Molesley 6199. [C3037]

1955 Vauxhall Wyvern saloon, grey with grey upholstery, fitted radio, recorded mileage 10,000; £625.—University Motors, Ltd., 80 Piccadilly, W.1. Grosvenor 4141. [C2296]

VAUXHALL VELOX

H. C. PAUL, Ltd.

1955 Vauxhall Velo, mileage 11,000, excellent condition; £665.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0021/2. [C3046]

AMOBILES & AIRCRAFT SERVICES, Ltd.

1956 Vauxhall Velo, 4,500 miles only; £750.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, N.W.3. Harrow. Tel. Wordsworth 7805. [C1008]

VAUXHALL Cresta, radio, heater, one owner 9,000 miles; immaculate; £735.—Stratstone, 40, Stratstone St., W.1. Tel. Sloane 5213. [C4056]

VAUXHALL VELOX

1953 Vauxhall Velo saloon, heater, one owner, black with tan interior; £585.

PASS & JOYCE, Ltd., 184-188, Great Portland St., London, W.1. Museum 1001. [C3039]

1950 Vauxhall Velo, one owner, saloon, very nice condition; £355.—Jennings, Richmond 3368. [C3103]

1956 (June) Vauxhall Velo, cobalt blue, 900 miles, owner going abroad; £795.

IMPERIAL GARAGES (BLACKPOOL), Ltd., Tel. 21594. [C2094]

1950 Vauxhall Velo, superb condition; £355.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

1952 Vauxhall Velo, £465.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088]

1955 model (November, 1954) Vauxhall Velo, black, nominal mileage, exceptional condition; £585.—Silverstone Motors, Ltd., 11, Fitzroy Sq., W.1. Tel. Euston 7831. [C4011]

1954 green, 31,000 miles, heater, fog lamp, washer, etc., unsealed, covers; £495.—Alpine Bushey Garages, Ltd., 83-85, High Rd., Bushey Heath, Herts. Bushey Heath 3282-3. [C1119]

1955 Vauxhall Velo, saloon, kept by enthusiastic owner, dual-colour bodywork, extras include heater, radio, screen wash, electric clock, parcels shelf; £665.

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H. C. PAUL, Ltd.

1956 Vauxhall Cresta, maroon, 1,100 miles; £825.-32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [C3040]

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1955 Vauxhall Cresta, radio, heater, one owner 9,000 miles; £735.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096/1]

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ADLARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.12. **T**el. 5221.

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OVERSEAS residents, enquiries Export Dept.—**M**acaulay 3201. [0864/R]

COULDSON.—**H**armer (Coulson), Ltd., retail dealers, 272, Chipping Valley Rd., Coulson, Downland 2255. [0890/R]

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HUMBER Hawk.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2.

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[N659/R]

ROWLAND SMITH'S for Morris.

OXFORD and 1/2-ton van, immediate from stock.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BURGE & INGLIS MOTORS, Ltd.

OXFORD, new, unregistered, immediate delivery, h.p. terms, part exchanges and m/c's.—Dudden Hill Lane, N.W.10. Willesden 4866. [N4017]

DJ. SHEPHERD & Co. (ENFIELD), Ltd., offer...

NEW Morris Oxford and Cowley for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009]

TEST drive any Morris car at Chain Garage, Hanger Lane, Ealing, W.5. Per. 4404. Official agents.

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham.

NEW Morris Minor 2-door standard saloon, green, early delivery.

MORRIS Minor 4-door de luxe, grey, early delivery.

ONE Morris Isis, black, red upholstery, early delivery.

DORKING MOTOR Co., Ltd.; all models in stock.—Dorking 2256. [N1068]

JACK ROSE, Ltd., Morris agents and stockists.—High St., Banstead, Surrey. Burgh Heath 2376.

MORRIS Minor 4-door saloon, standard model, colour grey and red upholstery.—Haskins, Ladbrooke 1163. [N5056]

KD & CHERRINGTON, Ltd., for Morris terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models.—24, Arch Lane, S.W.2. Brixton 4011. [N4065/R]

HERBERT & MILLS, Ltd., Morris agents for over 50 years, offer early delivery of all new models.—75, Gt. Portland St., W.1. Langham 3506-7. [N2036]

AT pre-increase price; Morris Isis saloons, Empire

A green, black, Clarendon grey; £895/17 (ex works).—T. Shipside, Ltd., Nottingham. Tel. 46771. [N1527]

AT pre-increase price; Morris Cowley saloons, Empire green, one sandy beige; £743/17 (ex works).—T. Shipside, Ltd., Nottingham. Tel. 46771. [N1528]

AT pre-increase price, Morris Isis travellers (6-seater), sandy beige; £1,013/17 (ex works); this one only.—T. Shipside, Ltd., Nottingham. Tel. 46771. [N1529]

AT pre-increase price; Morris Cowley saloons, Empire green, one sandy beige; £743/17 (ex works).—T. Shipside, Ltd., Nottingham. Tel. 46771. [N1530]

WEST LONDON MOTORS offer immediate delivery of Morris Minor 2-door de luxe saloon; terms and exchanges.—205, Fulham Palace Rd., W.6. Fulham 0066. [N4095]

SMITH & HUNTER, Ltd., Specialists, all models, complete sales, service and repair facilities; exchanges, deferred terms.—376-378, Kensington High St., W.14. Western 2312. [N4019]

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb. Official Morris Agents: quick deliveries, part exchange; yearly contracts; specialised service.—Lyttelton Rd. (A.I.), N.2. Speedwell 3500/3550. [N622/R]

LANKESTER ENGINEERING Co., Ltd., offer immediate delivery Morris Oxford and Isis saloons; the latter at pre-increase price; also immediate delivery of 2-door vans; exchanges and deferred terms.—39-43, Eden St., Kingston-on-Thames, Kin. 3151-6. [N2074/R]

MERES & MERES, Ltd. (est. 1893).—Direct Morris specialists for over 30 years, offer immediate delivery all models, including new Cowley, clarendon grey, red upholstery, at old price; exceptional after-sales service facilities; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Mill 2040 6642. [N3012]

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SOLE concessionaires for all Nash models, r.h.d., terms; available, American and Canadian Forces personnel and members of the Diplomatic Corps supplied on a duty free basis.

NASH CONCESSIONAIRES, Ltd., Albany St., London, N.W.1. Tel. Euston 5556. [N562/R]

NASH

OPSOM. LANCASTER and Cheshire distributors for Opel sales, service and spares.

GRANVOR GARAGE, Burnage Lane, Manchester, G.19. Rus. 2674-5. [N199/R]

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BEFORE you buy the fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd., Brentford, Middlesex. Ealing 3400 [N730/R]

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UNBELIEVABLE but true! Six Seats—up to 47 m.p.g. —55 m.p.h. Overdrive. Large Car Comfort. Flat Floor. Delightful Appearance. Sensational Holdings and Brakes. Saloon, £1,055; Three Seater Sports model, £965. Tourists, Export, Forces, free of taxes. Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 6159. [N400]

PEUGEOT

TOM KNOWLES.

TOM KNOWLES, Peugeot Concessionaires, 19, Bick St., Piccadilly, W.1. Grosvenor 3673-4. [N089/R]

LOCKHART'S SERVICE DEPOT, Ltd., for immediate delivery, Chiltern Rd., Dunstable. Tel. 114. [N351/R]

G. K. BALLAMY, Automobile Engineers, Alfred Place, Worthine, Tel. Worthine 5769. Peugeot distributors Sussex and South Coast. [N1806]

PANTILES SERVICE GARAGE, Ltd., Guildford 5326. Kent, Surrey, East Sussex; immediate delivery, dealers wanted, territory available. [N3035]

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent).—127, High St., Croydon. Tel. Cro. 7211/7217. [N591/R]

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [N050/R]

PORSCHE

SOLE Porsche concessionaires in Great Britain: all sales enquiries will receive our immediate attention; illustrated literature on request.—Frazer Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

RELIANT

ROWLAND SMITH'S for Reliant.

IMMEDIATE delivery, choice of colours.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Sundays.—Rowland Smith, N.W.3. Hampstead (Tube). [N2018]

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REYNOLD GUY for new Renaults; immediate delivery 750; terms and exchanges.—198, King St., W.6. Riverside 3131. [N085/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3, Dorking Road, Epsom 3901, for the Renault 750, Dauphine and Fregate models. [N4085/R]

MARTIN VAUGHAN MOTOR Co., Ltd., Ravensbourne Rd., Bromley, Kent. Ravensbourne 2391.—Renault Stockists. [N1847/R]

BARNEHURST GARAGE, Ltd.—Renault distributors for Kent; immediate delivery of new 750 and Fregate saloons.—1-5, Barnehurst Rd., Bexleyheath 725. [N044/R]

RENAULT sales and service; immediate delivery of 750 de luxe saloons in all colours, h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [N186/R]

PERFORMANCE CARS, Ltd., Middlesex, distributors, all models available, demonstrations; part exchange valuation.—Great West Rd., Brentwood, Middx. Ealing 8841 (4 lines). [N3041]

AURE SALES (LONDON), Ltd., North London distributor, for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.3. Tel. Mai. 5555. [N110/P]

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EPSOM. THE WOODCOTE MOTOR Co., Ltd.

RILEY Retail Dealers.

TELephone Epsom 1234. [N3661/R]

MAYFAIR and West End agents; immediate delivery Pathfinder. [N1052]

IPCO. Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [N3052]

RILEY Pathfinder, blue and grey, immediate.—F. L. Cranmore, Ltd., Tel. 2040 Potters Bar. [N1062]

JOHN S. TRUSCOTT, Ltd., for Riley Pathfinder, immediate delivery.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035]

AREA dealers for Riley cars; orders taken for a wonderful Pathfinder; early deliveries; part exchange; h.p. terms.—Montrose Motors, Wembley 2326. [N0765/R]

CLARKE & SIMPSON, Ltd., Riley sales and service offer immediate delivery of new Pathfinder at old price, own demonstration car available.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1048]

RILEY Pathfinder, latest specification, finished maroon, biscuit leather, bench seat, heater, tubeless tyres; one only available at current list.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

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CAR MART, Ltd.

OFFICIAL retailers, offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

GLOUCESTER House, 150, Park Lane, W.1. (Corner Piccadilly) Grosvenor 5454. [N1039/R]

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 31682. [N0520/R]

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OFFICIAL Rolls-Royce and Bentley retailers.
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Deansgate 6871.
SERVICE Station: Cheadle Hill Rd., Manchester. 8.
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HENLYS, England's leading motor agents.
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HENLY House 385, Euston Rd., N.W.1. (Euston 4444.)
ROVER.
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144.
TURGESS, Leicester.
ROVER distributors.
118, Charles St. Tel. Leicester 20033. (0171/R)

BURGE & INGLIS MOTORS, Ltd.

ROVER 75, new, unregistered, immediate delivery, h.d. terms, part exchanges, cars and m/c's. Dudden Hill Lane, N.W.10. Willesden 4605. (N14017)

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.
MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907. (0245/R)

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon, The 1222.
SANDERSTEAD Main Agents, Leathwood's Garages, Ltd., 367, Limpsfield Rd., Sanderstead. Tel. Sanderstead 4478. (0635/R)

KJ MOTORS Ltd., N.W. Kent's leading Rover area dealers, Bromley. Ray 3456. (0267/R)

TEARNS & CO. (CAR SALES), Ltd., for your new Rover. 254, Brompton Rd., S.W.5. Ken. 0081. (0656/R)

BEXHILL, F. Dodson, Ltd., Rover distributors. Sackville Garage, Middlesex Rd., Tel. 2382-3. (0651/R)

CATERHAM, Purley and district, main dealers, early delivery, of full range of Rover cars.—Layhams of Caterham. Tel. Caterham 2394. (0624/R)

DUNHAM & HAINES OF LUTON offer immediate delivery of all models.—Tel. Luton 2100-1, 46, Castle St., Luton, Beds. (N1079)

BAKER & SONS OF READING.—Rover distributors, for your new Rover 90, 75 or 60; exchanges, terms, 35, Friar St., Reading. Tel. 3976. (0600/R)

DORKING MOTOR CO., Ltd., main dealers; all models for immediate or early delivery—Dorking 2256. (N1088)

KDM & CHERRINGTON, Ltd., for Rovers; KDM terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. (N2054)

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vigilant 4444. (0634)

NORTHAMPTONSHIRE and North Bucks—Grose, Ltd., Rovers, distributors and parts service.—Marefair, Northampton. Tel. 31682. (N1001/R)

H. A. FOX & CO., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. (0148)

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester. 2. Deansgate 6871. Service Station: Cheadle Hill Rd., Manchester. 8. Tel. Bla. 2302. (0666/R)

SIMCA

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2.—Immediate delivery of Simca cars. (N3040)

MILESTONES (SERVICE GARAGE), Ltd., Simca distributors North Kent.—Ask for demonstration; immediate delivery, exchange, terms.—308, Erith Rd., Bexleyheath, Erith 2468 and 2629. (0109/R)

MAIFAR GARAGES, Ltd., accredited West End Simca stockists, for your new 1956 Aronde Elysed saloon; any car or motor cycle taken in exchange.—Balderston St. (opp. Selfridge's clock), W.1. Mayfair 3104-5. (N3009)

SINGER

GATEHOUSE offer:—EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (N2021)

CROYDON.—H. Harmer Car Sales, Ltd., dealers 444-8, Brighton Rd., South Croydon. (0681/R) 8629.

BROMLEY.—Order your new Singer from & Son, 268-270, High St., Bromley. (0757/R) 8829.

TRADE and retail agents full range on show at the 100% Singer specialists—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. (0757/R)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2, 5, main distributors for East Hertfordshire; offer immediate delivery of Singer Hunter Special. (N1001)

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L. F. DOVE, Ltd., KREIA main dealers.

SEE it; try it; buy it.

69, The Broadway, Wimbledon, S.W.12. Lib. 3456. (N1077)

STANDARD

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EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Hirkhate Village, London, N.6. Tel. Mountview 4444. (N2021)

BOWES ROAD GARAGE: IMMEDIATE delivery, Vanguard Phase III, blue leather, list.—See below.

NEW Super 8, blue or green, pre-increase.—See below.

NEW Family 10, beige, one only, pre-increase.—See below.

NEW Super 10, salmon green, heater, etc., pre-increase.—See below.

NEW pick-up truck, green, pre-increase; terms, exchanges.—Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2284-5-6. (N158)

HALLS (FINCHLEY), Ltd.: STANDARD & Triumph Area Dealers.

LL models on view.

PART Exchanges, h.p. terms.

886, High Rd., North Finchley (Tally Ho), London. N.12. (Hil. 1044.) (1747)

BURGE & INGLIS MOTORS, Ltd.: BURGE & INGLIS MOTORS, Ltd.

FAMILY 10, Super 8, Companion Estate, new, unregistered, immediate delivery, h.p. terms, part exchanges cars and m/c's.—Dudden Hill Lane, N.W.10. Willesden 4869. (N14017)

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery Phase III Vanguard saloon.

PART exchanges, Confidential h.p. terms, Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 8041. (N1018)

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EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot, day and night garage facilities.

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EARLY delivery of Standard cars, all models; Standard distributors for 3 years.

WHITES GARAGE, Ltd., Saint Mary's Gate, Grimsby. (0475/R)

LANKESTER ENG. Co., Ltd., 80-83, Victoria Rd., Surbiton, Elm. 1184-5.

STANDARD and Triumph distributors in Surrey since 1911; can give immediate delivery of most models; demonstration cars available; exchanges and deferred terms.

IMMEDIATE delivery Standard Super 8, finished Elfin green at the pre-increase price of £608.17, inc. P.T.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.1. Pad. 3440. (N3050/1)

STANDARD 8 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (N5018)

STANDARD Family 10, black, and Family 8, grey, immediate delivery. Salmons Garages, Ltd., Temple 5358. (N4029)

G & M ALFREDS (1936), Ltd., 1956 Standard Vanguard, immediate delivery.—6-7, Warren St., W.1. Euston 3268. (N1005)

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. (N3050)

STANDARD 8, 10 and Vanguard Phase III, Immediate delivery.—Premier Motors, 295, Lewisham High St., S.E.15. Lee 1051. (N3083)

STANDARD 10 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (N5018)

EPSOM.—Buy your new Standard Vanguard, 10 or 12, from H. F. Edwards, terms, exchanges.—28-34, Upper High St., Epsom. Tel. 5611. (N2001)

JOHN S. TRUSCOTT, Ltd., for Standard; wide choice at pre-increased price for immediate delivery.—172, Westbourne Grove, W.11. Bayswater 4274. (N4052)

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CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. (0626/R)

DUDELEY COBOLD AUTOMOBILES for immediate delivery Vanguard Phase III saloons, Super 10, Family and Super 8 saloons.—208-10-15, The Broadway, Wimbleton, S.W.19. Cherrywood 5366-7. (0955/R)

STEARNS & CO. (CAR SALES), Ltd., for Standard Super 8, grey, pre-Budget, £623; 10 Pick-up with tilt, pre-Budget, £440.—254, Brompton Rd., S.W.3. Ken. 0061. (N3098)

METROPOLIS GARAGES, Ltd., offer a new Vanguard Phase III in beige with red upholstery, no extras, at 45, Earls Court Rd., Kensington, W.8. Tel. 4544. (0600)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models, including a limited number of 8 and 10hp, at the pre-increased price.—34, Acme Lane, S.W.2. Brixton 4011. 1-3, Dorking Rd., Epsom 3901. (0405/R)

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LIMITED number of new 1956 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henry House, 385, Euston Rd., N.W.1. Euston 4444. (0609/R)

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FOR all enquiries and demonstrations: see the new colour range; we can supply dual colours at only £5 extra.

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SUSSEX distributors.—Frestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. (0190/R)

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NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part exchanges; confidential credit facilities; see the wonderful Rapier at Wembley Park, Middx. (opposite Wembley Town Hall). Arnold 5252 (4 lines). (0771/R)

SUNBEAM Rapier saloon, dawn mist, Corinth blue.—John Trig, Ltd., Esher 2255. (N4086)

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists.

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BARNET area.—Sunbeam main dealers—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. (0413/R)

SUNBEAM Mk. III saloon, thistle grey, £1,255/17.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5358. (N1083)

R. MEAD OF MAIDENHEAD for your new Sunbeam Rapier or Mark III saloon.—42, Queen St., Maidenhead. Tel. 5431-2. (N3011)

SUNBEAM—Smith Auto Co., Ltd., Area dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. (Croydon 2115. 3 lines). (0869/R)

BEDFORDSHIRE.—Immediate delivery new Sunbeam Mark III, grey, red leather, overdrive; part exchange terms.—E. J. Lee (Leighton Buzzard), Ltd., Tel. 2172. (N1033)

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THE official TR centre.

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THE new TR3 Hardtop on view.

PART Exchanges, h.p. terms.

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ROWLAND SMITH'S for Triumph.

IMMEDIATE delivery TR3 at pre-increase price.

PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturday.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4015)

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EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.

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TR2 and TR3 specialists; immediate delivery: part exchange; h.p.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. (N3084)

TR2—We value cars in part exchange—Performance Cars, Brentford, Middx. Ealing 8841. (N3041)

TR2—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (N3018)

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. (0426/R)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models.—Lonsdale Lane, S.W.2. Brixton 4011. 1-3 Dorking Rd., Epsom 3901. (N4038/R)

LANKESTER ENGINEERING Co., Ltd. (distributors in Surrey since 1911), immediate delivery TR3 hardtop, colour black, with rear seat; exchanges and deferred terms.—80-83, Victoria Rd., Surbiton. Elm. 1184. (0409/R)

NEW Vauxhalls, immediate delivery.—Kentish & Thomson, Ltd., 564, Wycombe Rd., Shirley, Croydon. Spring Park 5477. (N2047)

LYTTELTON GARAGE, Ltd., Hampsford Garden, Epsom, Official Vauxhall Agents; quick deliveries; part exchange; yearly contracts; specialised service.—Lyttelton Rd. (A.L.), N.2. Speedwell 3500. 3357. (0621/R)

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J. DAVY, Ltd., 21, North End Rd., W. 14. Fulham 3321. [0159/R]

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ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montague St., London, W.1. Ambassador 1837.

UNIVERSITY ELECTRICS, Ltd., The Car Radio People, 7, Hertford St., W.1. Gros 4141. Specialists in radio, H.M.V. Radiomobile, Eko, etc., and Phillips, etc., expert installation and service for the trade and retail. [0688/R]

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SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, accredited Radiomobile distributor; also in stock Pre, Eko and Motorola; expert installations, spares and service for all models; trade and retail.—Tel. Popesgrove 1035-6-7-8.

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WELBECK COACHWORKS, Ltd., can now undertake body repairs and recellularising.

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A LPE AND SAUNDERS (COACHBUILDERS), Ltd., Built—Station Approach, Kew Gardens, Richmond 1161. [M1102]

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BODY fittings and trimmings, all requirements stocked; large selection bucket seats, steel frames 14in. 16in. 27/8, upholstered, from 79/6; light-alloy trims, 67/8; trimmings Connolly hide, leather, rubber, cushions, 69/5; bucket seats, from 76/10; 450-bench seat conversions £11/10; Ford Thames 5cwt. £14/10; rear windows from 50/-; headlining, 54in. 62/6; 72in; hood duck, black, fawn, 27/8, Vynide, 12/6 yd.; Vibak clear plastic, 25/- sheet; cycle-type wings, light-alloy steel, 12in. 16in. 18in.; sheet metal, aluminium sheeting, mouldings, sections; stamp list.—Derrington 159-161, London Rd., Kingston 5621-2. [M1071]

CONTACT LENSES

MODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court, W.C.1.—Deferred terms; booklet sent. [0894/R]

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B RITISH and Continental maps for Railways and Tours available promptly by post; also navigational aids; details and free advice from "Rally Maps," Bay Rd., Bracknell, Berks. (Tel. Bracknell 304.) [0770/R]

NIGHT DRIVING GLASSES

CLEAR Vista night driving glasses, fitted with sodium oxide yellow filter lenses, are a must for every motorist; free interchangeable Crookes lenses give you a suitable sun-glass for day use; complete 7/6 from your local garages or 8/- direct from Optical Products, Ltd., 370-372, Station Road, London, E.7. [0383/R]

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R & J. PAUL, Ltd., 145-5, Fenchurch St., E.C.3. Mansion House 3083. Packing Works: Chiswick 7761. Special shippers to the motor trade. [0650/R]

PATENTS, EXPERIMENTAL WORK

J. E. S. LOCKWOOD, patent agent, White House, 11, New St., Birmingham. Handbooks free. [0897/F]

PERSONAL

WOULD like correspondence with refracting optician or ophthalmologist who is also an enthusiast object, to exchange professional and automotive information.—Dr. James Hall, Jr., 20, Main St., Putnam, Conn. U.S.A.

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A UTOPLAX PLASTICS for building car bodies, hard top, boot and repair, rusted-through, door bottoms, torn wings, wheel arches, etc. Autoplax Kits at 19/4, 32/1, 47/8, £8/15 and £15, with full instructions. Carriage free. Immediate despatch. All items obtainable separately. Full details from Automobile Plastics Co., Ltd., 62, High St., Barnet, Herts. Tel. Barnet 9147. Telegrams Autoplax, Barnet. [1861]

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I NDIVIDUAL driving instruction: evenings, week-ends; dual control Austins; competitive rates.—Steve Griffiths, London, S.E.5. Rodney 2201-6. [0183/R]

C.M.I. Driving Schools best in London for over 30 years, driving test record of over 90% first-time passes unequalled by any other school; prospective pupils may have the advantage of a free prospectus which qualify for free gift of road maps on passing the test.—Hampstead School, Primrose 6623, Palmers Green School, Pal. 5171. [M1051]

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F. H. PEACOCK, Ltd., Novaseal agents, 219-221, Balham High Rd., S.W.17. Tel. Balham 1271. [0294/R]

PEACOCKS OF FOLKESTONE, Ltd., Novaseal agents for South-East Kent, 104, Foord Rd., Folkestone, Kent. Tel. Folkestone 51222. [0295/R]

U NDER protection service for Surrey and South-West London. Flintkote material, skilled application—particulars from H. Taylor, The Crescent, Surbiton, Elmbridge 0081. [0097]

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A XLESHAFTS and crown wheels and pinions; almost all types in stock, new and s.h.; very keen prices. WARD'S MOTOR STORES, Walthamstow. Tel. 4125. [0223/R]

ELEPHANT MOTORS, Ltd., Axleshafts, London's largest stockists of all makes. Can supply you with wheel and pinions, large stock for most makes, new and second-hand.—97-105, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0606/R]

WEST LONDON REPAIR CO., Ltd., Wim. 6512-7; front and rear, reconditioned, strengthened, heat treated etc.—66, High St., Wimborne. [0586/R]

1500 all type crown wheels and pinions and 3,000 axleshafts available, new or second-hand; parts despatched c.o.d.; satisfaction guaranteed or cash refunded.—W. Machen & Son, Lockford Lane Garage, Stonegraves, Chesterfield. Tel. 4615. [0223/R]

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D ELIVERY from stock of all replacement bearings for British, American and Continental Cars.—AUTOMOTIVE Replacement Division, K.G.S. Bearing Co., Ltd., Macmillan Road, Wimborne, Dorset. Tel. 5260. [0152/R]

B ALL and roller bearings, all types and sizes, largest stocks, lowest prices; same day despatch.—Claude Rye Bearings, 895-921, Fulham Rd., London, S.W.6. [0993/R] Returns 6174 (ext. 24).

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C AMERON'S battery exchange service, new, guaranteed, low-priced, ready-charged units; all types stocked; open 9-6 Monday to Saturday.—21, Whitehorse Rd., E.17. [0939/R]

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T HOS. RICHFIELD & SON, Ltd., 1, Broadstone Place, London, W.1. Estab. 1938. Tel. B.W. 0402 (5 lines).

R ICHFIELD & SONS, England's leading manufacturer of replacement brake cable units, British, Continental and American, 20,000 cables in stock, any type supplied or repaired, only genuine Bowden materials used, send for 1956 trade list. [0609/R]

F IRST-CLASS make, for safety's sake, boxed and drilled with rivets, ready for fitting, or you can send your own boxes, we will fill and send you a quote for quote. It will pay you; callers welcome.—Stowthorpe's, 90, Forest Rd., Walthamstow, E.17. Tel. 2780. [1270]

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G L ZENITH carburettors

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G LOWER & LEE, Ltd., supply new and replacement units, parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6828 (5 lines). [0653/R]

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CARBURETTORS and pressure pumps.

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M ANUFACTURERS terms to the trade; replacements and spares; 24-hour reconditioning service; all makes reconditioned and tuned.

DICKENS & JOSE MOTORS, Ltd., 145, Northfield Rd., Ealing, W.15. Tel. 0430. [0945/R]

B RADSHAW Turbo Atomizer saves up to 20%; send s.a.e. for details.—

B RADSHAW ENGINEERING Co., 425, Redditch, Tel. Bham 30. [0999]

COX-ATOMS economiser ensures more mpg and reduced engine wear.—Cox-Atoms Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0394/R]

S.U. official carburettor agent, tuning to S.U.-trained mechanics; car repairs. Geo. Adams. 28-30 Rochester Mews, N.W.1. Gul. 4074. [0235/R]

B ARKERS MOTORS (LONDON), Ltd., Tel. Balham 5666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0255/R]

W. WATSON & Co. (LIVERPOOL), Ltd., Auto Electric Depot, Oldham St., Liverpool 1. Royal 7090 (10 lines).

O FFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement.

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M OSS & LAWSON Ltd., 1076/1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R]

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H 20 Bomb reduces petrol consumption considerably. Improves performance. Testimonials! £5/7/-—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 2647. [M4100]

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W OLLA pile and rubber-backed carpets, ribbed Har-dura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp. year.

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N EW Swallow Doretti 50-ton steel tubular chassis; £30.—Moore, Longfurlong, Tetbury, Glos. [1950]

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C UT your plating costs on rechroming all car fittings; highest quality finish for over 50 years; keen prices; trade enquiries invited.—T. Smith & Co. Ltd., Estd. 1895, 35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7314. [0045/R]

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R EPAIRED without distortion by electro deposition at 60° Fahr., no dismantling except for internal fractures, tensile strength greater than original, repair guaranteed process as approved by A.A. and R.A.C.—Electrobond, Devonshire Hill Works, Tottenham, N.17. Bon. 5134. [0030/R]

A LL cylinder reborings and crankshaft grinding carried out by Edwards is guaranteed 100% accurate to the result of 30 years' experience.—Edwards & Staff, Ltd., 110, Northfield Ave., W.15. Tel. 7138/5444. [0761/R]

R EBORING in your own garage by Van Norman process, 12/6 per bore; Hepolite pistons supplied.—Ring Archway 3430 for inclusive quotations. Maycroft Motors, Tremlett Place, Tremlett Grove, Highgate, N.19. [0037/R]

D. CREED.—Crankshaft grinding, line boring, bearings remodelled, reborings, sleeving, surface grinding; plain blocks; exchange shock absorber service. 2, Goldsmiths Mews, Shepherd's Bush, W.12. Tel. Shepherd's Bush 6513. [0268/R]

J. AUSTIN & SONS, Ltd., specialists in cylinder rebores, crankshaft grinding, line boring, bearings, etc.—on cars remanufactured, 24-hour service; valve inserts, brake drums skinned, cylinder heads refaced, all types of engines reconditioned including diesel; collection and delivery; trade supplied.—139-147, 149, 151, 153 and 205, High St., Barnesden, N.W.10. Tel. Edgar 6256-7-8. [0005/R]

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WANTED, cylinder head for Alvis Type SB25/63, 1937.—A. J. Fleming, Stony Stratford, Bucks. [0139]

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D RIVE in comfort; send stamps for interesting draught deflector brochure.—Everard, Buckle St., Portsdown, Sussex. [0297/R]

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C LAIRE'S MOTOR WORKS.—Second-hand and reconditioned—large range stock of dynamos, starters, magnetos, distributors and S.U. pumps, generators for repair or replacements.—Claire's Motor Works, 260, Knight's Hill, West Norwood, S.E.27. [0149.R]

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ELECTRIC generating plants for house, farm or factory, from 12v battery charging sets to 90kva diesel sets; separate 12 and 24v D.C. dynamos, cut-outs, regulators; generators and alternators up to 150kW in stock.

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[0620/R]

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In stock: Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V8 22hp V8-30hp, V8 32hp Canadian and Mercury, new Ford 8hp, 10hp and V8 30hp engines, exchange Ford 10hp, 12hp and 30hp gear boxes; exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also exchange 10hp, 12hp and 15hp Ford engines; exchange, trade supplied. 139-147, 149, 151, 153-158 and 205 High St., Harlesden, N.W.10. Elgar 6256-7-8. [0006/R]

ROLLS-ROYCE and Bentley.

JACK BARCLAY (SERVICE), Ltd.—Officer appointed repairers, will overhaul your engines or supply replacement for certain series.—Danvers St., Chelsea, S.W.3. Fla. 2223.

[M1082/R]

CONNECTING rods, most makers from 2,000 dismantled cars.—Motolympia, Weisbush 10040/R

ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested guaranteed six months.

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B&H MOTORS, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231/2. [M1020/R]

BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolseley reconditioned factory exchange units series II and III.—Kingston 5348. [0407/R]

HUMBER, Hillman and Commer engine specialists:

reconditioned Minx, £26; Humber Super Snipe, £50; factory reconditioned engines for all models from stock.

R. J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulton, Surrey, Upplands 3637. [01718/R]

EXCHANGE engines for all Wolseley models.—Eustace Watkins, Ltd., Chelsea Manor, St. London, S.W.5. Fla. 8181. Sole London distributor of Wolseley engines.

[0274/R]

EXCHANGE engine service to the trade. Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed, exchange and outright sale.—Capital Garage and Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester 14. Tel. Moss Side 666-7-23. [0124/R]

GUARANTEED reconditioned replacement engines:

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Ruthers, Eastern Avenue, Romford 2552. [0056/R]

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AIR compressors, tanks and accessories at far below list.—Teddington Engineering, 29-31, High St., Teddington, Middlesex. Kingston 1193. [0369/R]

WE specialize in ex-Government hydraulic trolley jacks up to 9 tons, serviced and tested; brand new ex-Ministry 5-ton chain blocks.—Kinderhook Ltd., Estate Office, High Legh, Knutsford. Tel. Lynn 417. [0959/R]

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24200-24300, 24300-24400, 24400-24500, 24500-24600, 24600-24700, 24700-24800, 24800-24900, 24900-25000, 25000-25100, 25100-25200, 25200-25300, 25300-25400, 25400-25500, 25500-25600, 25600-25700, 25700-25800, 25800-25900, 25900-26000, 26000-26100, 26100-26200, 26200-26300, 26300-26400, 26400-26500, 26500-26600, 26600-26700, 26700-26800, 26800-26900, 26900-27000, 27000-27100, 27100-27200, 27200-27300, 27300-27400, 27400-27500, 27500-27600, 27600-27700, 27700-27800, 27800-27900, 27900-28000, 28000-28100, 28100-28200, 28200-28300, 28300-28400, 28400-28500, 28500-28600, 28600-28700, 28700-28800, 28800-28900, 28900-29000, 29000-29100, 29100-29200, 29200-29300, 29300-29400, 29400-29500, 29500-29600, 29600-29700, 29700-29800, 29800-29900, 29900-30000, 30000-30100, 30100-30200, 30200-30300, 30300-30400, 30400-30500, 30500-30600, 30600-30700, 30700-30800, 30800-30900, 30900-31000, 31000-31100, 31100-31200, 31200-31300, 31300-31400, 31400-31500, 31500-31600, 31600-31700, 31700-31800, 31800-31900, 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REQUIRED for cash, within 100 miles London, modern garage filling station with accommodation; main road preferred.—Edwards, 9, Thomas St., Bristol. (2145)

TWO partners with £20,000 immediate capital urgently seek garage filling station on main road anywhere south of Lancs, 100,000 gallons, etc., no delay, strict confidence, please quote ref. EF1110.—Lincoln & Co., 2, Hanover Sq., London, W.1. Tel. Grosvenor 6801.

(2142)

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JOINT manager.

WINDOW BOX GARAGE, Epsom Rd., W. Horsley, Surrey.

APPICATIONS invited for progressive post as joint manager of the repair, servicing, and forecasting sections of a modern well-equipped garage situated on a busy road, G. W. C. (2109)

EXCELLENT opportunity for the right man to earn substantial income; applicants must possess first-class technical knowledge and organizing and sales ability.

PLEASE apply in strict confidence giving all relevant particulars to the Secretary, A. W. Services, Ltd., 9-10, St. Mary-at-Hill, London, E.C.3. (2077)

HERTFORDSHIRE main dealers require additional car salesmen.—Waters of Hatfield. (1357)

FULLY skilled motor mechanic, top rate paid for right man.—Stocker's Garage, The Square, Storrington, Sussex. (2125)

COAST and invoice clerk required in coachworks dept., good salary and superannuation scheme.—Tel. Hillside 5272, Ext. 108. H. A. Saunders, Ltd. (C4092)

COMMERCIAL vehicle salesman required by Austin Distributors situated South London area; excellent salary and commission.—Box 3155. (1056)

CAR salesman, new and used car/commercial experience, West London suburb, excellent prospects—Box 3455. (M1113)

FOREMAN mechanic required for expanding Bedford garage, mainly private cars, good salary and prospects to right applicant; give age, experience, etc.—Box 3540. (2133)

STANDARD and Triumph distributors for Suffolk require car salesman with recent experience.—Apply in writing, giving full details, to Botwoods, Ltd., 37, Princes St., Ipswich, Suffolk. (2081)

WORKSHOP working foreman required in Woking, Surrey area; must be fully experienced and capable of testing, tuning and diagnosing, also able to take charge of staff and attending to customers.—Box 2059. (2070)

CAR salesman required, must be fully experienced and energetic; good territory available.—Write full details to Gregory's of Uxbridge, Ltd. (Vauxhall and Bedford distributors), 55, High St., Uxbridge, Middlesex. (2176)

EXPERIENCED salesman with full knowledge of Ford private vehicles required by Harold Radford & Co., Ltd. for their new branch at Hooford, Fareham, Hants. Work, vehicles, qualifications, etc., to Harold Radford, Melton Court, London, S.W.7. (2085)

SALES manager and representatives required for expanding motor business holding good agencies in Buckinghamshire; excellent prospects to right persons.—Please write, stating details of previous experience, etc., to Box 3507. (2071)

MOTOR dealers, Eastern Counties, require experienced motor salesman; salary £700-£800 p.a. plus commission according to experience and age, pension scheme.—Apply in writing giving details of previous experience.—Box 3522. (2107)

SALESMAN required by progressive East Midland caravan distributors, car or caravan sales experience essential; opportunity branch management later.—Write, giving age, education, experience, present position and salary required, to Box 2586. (1858)

SALESMAN required by Rootes Group Main Dealers in large coastal agricultural area; salary and commission, pension scheme, excellent prospects for the successful applicant.—Appleton & Arundale (Bridlington), Ltd., Bridlington, Yorkshire. (2087)

STORES assistant required by Ford main dealer in Home Counties; Ford experience essential; permanent position £17/- per hour; overtime available; accommodation for single man.—Apply with full details to Box 3517. (1415)

SALESMAN (car and truck) required by Ford Main Dealers at their North London showrooms; good progress and salary assured; previous Ford experience advantageous; successful sales record essential.—Write in confidence giving references and full details of previous employment to the Secretary, Box 3511. (2076)

W. J. BROWN, Ford Main Dealers, of Hampshire, have sound and progressive position available for car and commercial sales; previous experience in the motor trade and proved ability essential.—Write giving fullest details to Managing Director, 339, Finchley Rd., N.W.3. (2075)

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GAMBIA.—Working manager to run garage for Austin Distributors in Bathurst, capable of overhauling and servicing petrol engine vehicles with African labour only; monthly salary £75 to £85 according to experience; 2 years' tour with 4 months' paid leave; free passage, furnished quarters and medical attention.—Write full details of experience, Box 3509. (2073)

SITUATIONS VACANT

AUSTIN distributors, situated London/Burton border, require senior car salesmen; first-class salary and commission.—Box 3156. (1051)

SERVICE representative required by Automobile component manufacturers in South Midlands, sound practical training with selling office or equivalent practical experience essential; experience of similar responsible position involving customer contact essential.—Full details of qualifications, experience and present salary to Box 3523. (2108)

CHAUFFEUR mechanic wanted for permanent post with accommodation on estate, Hunts; must be capable of all duties, service and maintenance, good car and equipment.—Excellent opportunity and salary for serious-minded man; please write full details including age, experience, reason, size of family, present wage, etc.; small photograph helpful.—Box 3542. (2146)

ASSISTANT service manager.—Ford distributors in very large Midland city require a fully trained motor engineer, aged 30/40, with at least 5 years' administration experience preferably in a Ford depot: commencing salary £1,000 plus generous bonus on completion; ample scope for promotion; modern flat available; full details of previous position held and age, in confidence, to managing director.—Box 3524. (2109)

YOUNG married couple required to run small country garage on main Bath road as subsidiary to larger concern; bungalow on premises; no accounting or book-keeping necessary but must be prepared to work the long hours and have the enthusiasm necessary to build up the business, in petrol, repairs and car sales.—Apply to Col. M. Allison, The Halfway Garage, Padworth, Berks. (2096)

FORD Main Dealers, within reasonable distance of the Yorkshire coast, will shortly have a vacancy for a works manager and assistant works manager; applicants must have outstanding ability, and be familiar with all Ford systems of repairs, costing, checking, etc., and have already held a similar post in a large dealership; age 35-40 years; all replies treated confidentially and acknowledged.—Apply in first instance to Box 3525. (2110)

REQUIRED deposit manager (and wife to assist) in office part-time in old-established motor business on outskirts of city in fast growing residential area with excellent scope for new and used car sales; applicant must be fully competent to handle new and used car sales, have an intimate knowledge of used car values, good knowledge of early and later models, an excellent record on service turnover; apply in writing in first instance.—Welch & Co., Ltd., Vauxhall Distributors, Redcliffe St., Bristol, 1. (2059)

SITUATIONS WANTED

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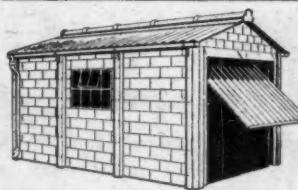
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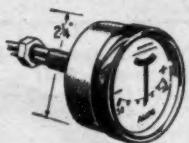
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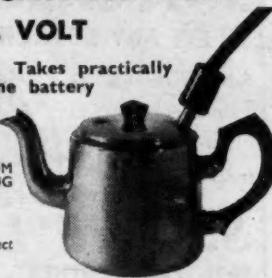
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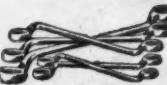
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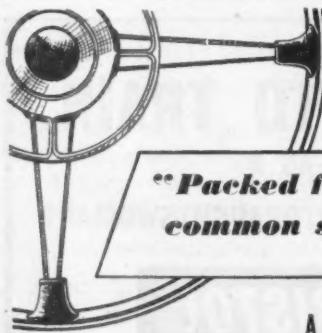
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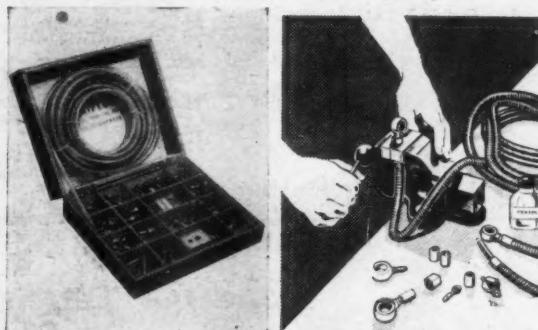
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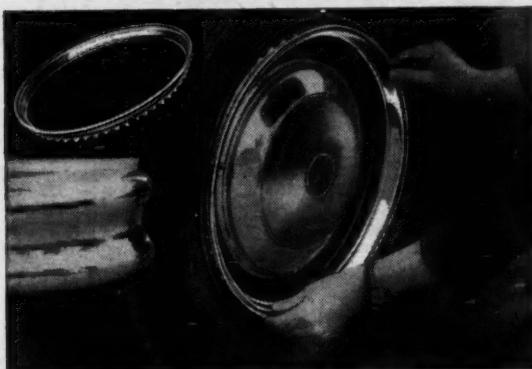


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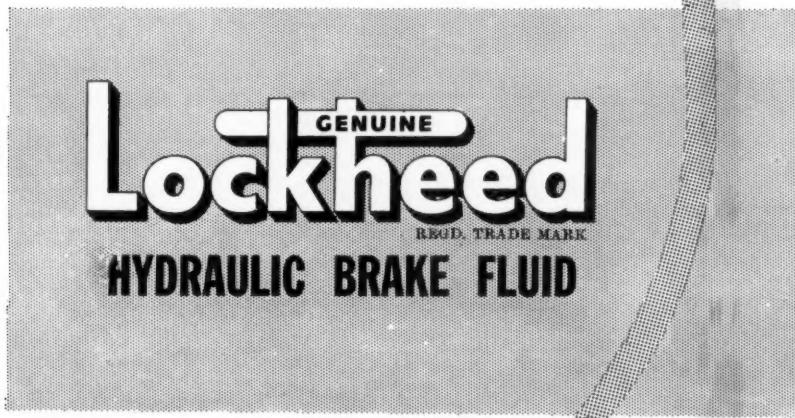
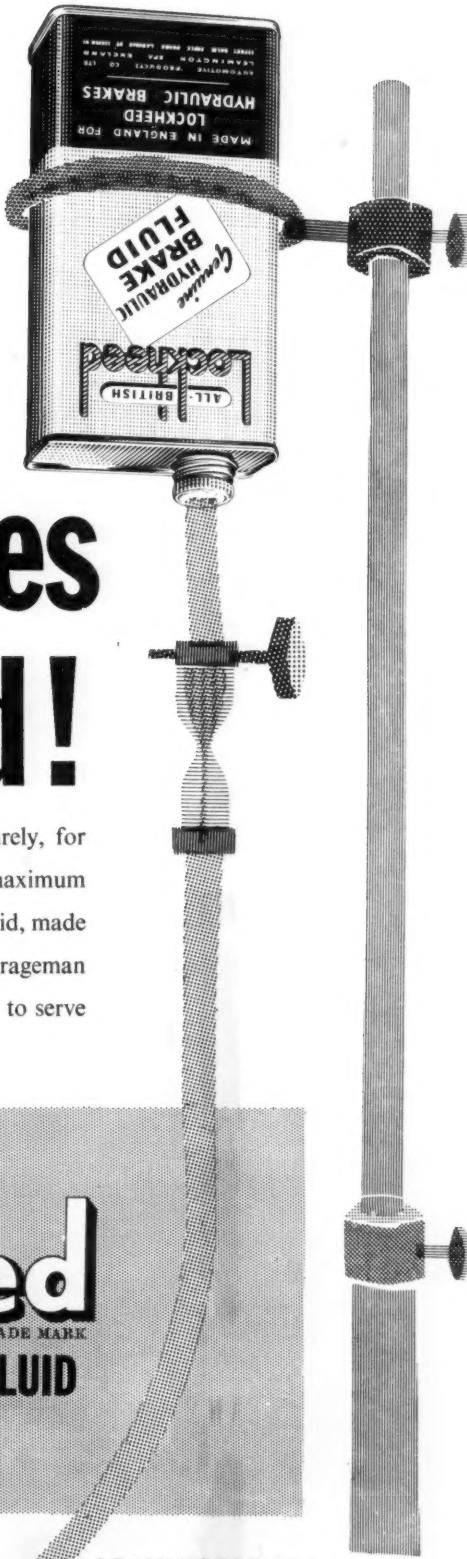
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